



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

Summary

March 29, 1998 - April 4, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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ISSUE: 98-14



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

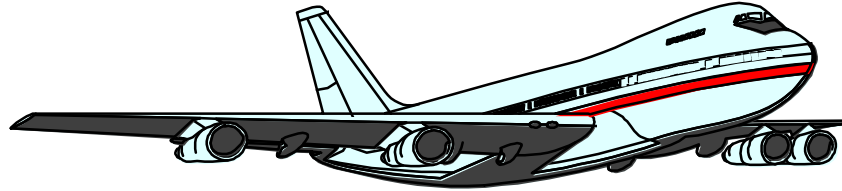
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

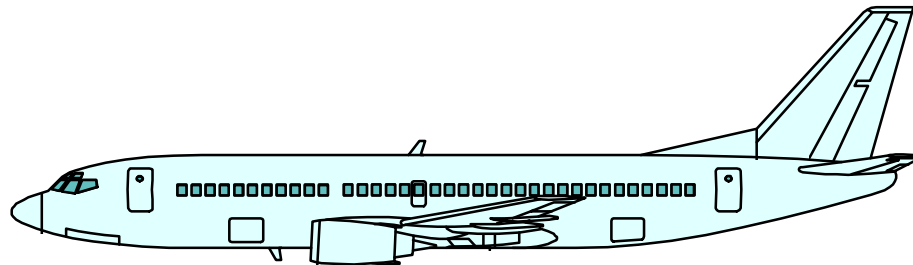
john_e_jackson@mmacmail.jccbi.gov

james_gillespie@mmacmail.jccbi.gov

blake_mcdonald@mmacmail.jccbi.gov



SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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**Federal Aviation
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

3/29/98 - 4/4/98 ISSUE: 98-14 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7200 C2XA *****	19812 99	AEROSP ATR42320	PWA PW121			ENGINE	FIRE RIGHT	2/25/98	C2XA98CL018
EWR - FLT 3597 - DURING TAXI THE CREW RECEIVED A FIRE INDICATION WITH ALL ASSOCIATED WARNINGS ON THE RIGHT ENGINE. THE CREW DECLARED A EMERGENCY AND THE ENGINE FIRE EXTINGUISHER WAS ACTIVATED. THE INVESTIGATION INTO THE CAUSE OF FIRE AND EXTENT OF DAMAGE IS PENDING. (M)									
7312 C2XA *****	15827 175	AEROSP ATR42320				HEATER 10718DAF	LEAKING RT ENG FUEL/OIL	14615	2/2/98 C2XA98CL005
CLE - CREW REPORTED THE RIGHT ENGINE CAUGHT FIRE UPON LANDING. MAINTENANCE INSPECTED THE RIGHT ENGINE AND FOUND THE FUEL/OIL HEATER TO BE LEAKING WHICH CAUSED THE FIRE. MAINTENANCE REMOVED AND REPLACED THE RIGHT ENGINE IAW CONTINENTAL EXPRESS TASK CARD NR 2272001. (M)									
3213 FDEA *****	245FE 22016	BOEING 727277				AXLE	SHEARED NR 1 WHEEL	3/31/98	98FDEA00224
DURING WALKAROUND INSPECTION, FOUND THE NR 1 WHEEL ASSEMBLY AXLE TO BE SHEARED AT THE AXLE NUT. TIRE AND WHEEL REMAINED INTACT ON AXLE. *S/D* REMOVED AND REPLACED MAIN LANDING GEAR INNER STRUT, NR 1 AND NR 2 TIRES AND BRAKES, NR 2 ANTI-SKID DETECTOR. SERVICED STRUT, BRAKES AND ANTI-SKID OPERATIONAL CHECK GOOD.									
3246 AWXA *****	315AW 23734	BOEING 7373S3				WHEEL	MISSING MLG	3/14/98	AWXA9800081
DURING ROUTINE MAINTENANCE CHECK ON POST FLIGHT WALKAROUND, FOUND NR 1 MAIN TIRE AND WHEEL ASSEMBLY MISSING. LANDING NORMAL, NO VIBRATION, ANTI-SKID NORMAL. REMOVED AND REPLACED LEFT MLG INNER CYLINDER PER OHM 32-11-11.									
3246 A3L3 *****		BOEING 7373T0			BENDIX 26066712	BOLT 2602540	FAILED WHEEL	12/16/97	AL397122
INSPECTION FOUND BROKEN BOLT. PREVENTIVE PENDING COMPLETION OF THE INVESTIGATION. (X)									
3246 A3L3 *****		BOEING 7373T0			BENDIX 26066712	BOLT 2602540	FAILED WHEEL	12/18/97	A3L397124
INSPECTION FOUND BROKEN BOLT. PREVENTIVE ACTION PENDING COMPLETION OF THE INVESTIGATION. (X)									
3246 A3LD *****		BOEING 737524			BENDIX 2609801	BOLT 2602540	FAILED WHEEL ASSY	12/1/97	A3LD97112
INSPECTION FOUND TIE BOLT FAILURE. UNDER INVESTIGATION AND PENDING COMPLETION OF THE INVESTIGATION. (X)									
2121 *****	510SD 6500161	CESSNA 650			99101135	SWITCH 762811	FAILED BLOWER VANE ASSY	2/25/98 719	98ZZZX1245
BLOWER BECAME NOISY. FOUND 5 EACH FAN BLADES MISSING (P/N 2100900-25). REMOVED BLOWER FROM AUX HEATER (P/N 6214434-53). FOUND BLADES IN AUX HEATER, ALSO FOUND AIRFLOW SWITCH VANE. SUSPECTED THE VANE CAME OFF THE AIRFLOW SWITCH ASSY CAUSING THE BLADES TO BREAK OFF OF THE FAN/BLOWER ASSY. SUBMITTER STATED THE VANE TO SWITCH ATTACHMENT SHOULD BE OF A BETTER/STRONGER DESIGN.									
7200 *****		DOUG DC1030	GE CF650C2			ENGINE	FIRE NR 1 ENGINE	10/29/96	CA961104003
(CAN) TAKE-OFF ABORTED AT 60 KNOTS. TOWER ADVISED FLAMES COMING FROM TAIL PIPE OF NR 1 ENGINE. FIRE EXTINGUISHER BOTTLES ACTIONED. MAINTENANCE INVESTIGATION REVEALED METAL IN TAILPIPE. BORESCOPE CHECK CONFIRMED ENGINE FAILURE.									
2721 *****		FRCHLD SA227DC			AIRIGHT 1093001	BEARING 848	SEIZED RUDDER TAB CONTR	2/17/98	AU980197
(AUS) RUDDER TRIM ACTUATOR SEALED BEARING SEIZED PREVENTING ACTUATOR FROM ROTATING.									

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

3/29/98 To 4/4/98 ISSUE: 98-14 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2770		FRCHLD	GARRTT	MCAULY		PLUNGER	FAILED		2/25/98
		SA227DC	TPE33112UA	4HFR34C652		2770066001	GUST LOCK/DAMPER		AU980198
*****	(AUS) RUDDER GUST LOCK SYSTEM PLUNGER ASSEMBLY INTERNAL SLEEVE SEPARATED AND MIGRATED ALONG THE PLUNGER SPIGOT FOULING THE RUDDER BELLCRANK.								
3230		GULSTM			AEROC	ROLL PIN	SHEARED	5521	10/11/96
		690A			540084501		GEAR HANDLE		CA961112013
*****	(CAN) LANDING GEAR FAILED TO EXTEND ON APPROACH, LANDING GEAR HANDLE MOVED BUT HYDRAULIC VALVE LEVER DID NOT MOVE. LANDING GEAR EXTENDED WHEN HYDRAULIC VALVE WAS OPERATED IN THE MANUAL MODE. MAINTENANCE INVESTIGATION REVEALED THE ROLL PIN OF THE LANDING GEAR CONTROL ASSEMBLY WAS NOT CORRECTLY INSTALLED WHICH CAUSED IT TO SHEAR.								
3425	59TP	SWRNGN			COLLINS	GYRO HORIZON	FAILED		1/28/98
EI4R	T26161	SA226AT				329B7A	FLT DIRECTOR		98ZZZX1121
*****	WHEN RECEIVED, THE PRESENTATION WAS SHOWING AN ATTITUDE OF 70 DEGREES UP WHEN ENERGIZED. IT SHOULD HAVE BEEN SHOWING ZERO ATTITUDE. THE PROBLEM WAS TRACED TO THE PITCH SYNCHRO. THIS SYNCHRO HAD LOCKED UP DUE TO THE LAMINATION IMPREGNATING MATERIAL GETTING INTO THE VERY SMALL AIR GAP BETWEEN THE ROTOR AND STATOR OF THE SYNCHRO. ONLY ONE SET SCREW WAS USED TO HOLD THE SYNCHRO DRIVE GEAR ON THE SYNCHRO SHAFT, THEREFORE, WHEN THE SYNCHRO LOCKED UP, THE GEAR SLIPPED ON THE SHAFT ALLOWING THE SYNCHRO TO GIVE THE WRONG INFORMATION TO THE PRESENTATION. AFTER ELIMINATING THE CONTAMINATION PROBLEM IN THE SYNCHRO, A FLAT WAS MACHINED ON THE SYNCHRO SHAFT. TWO SET SCREWS WERE USED TO SECURE SYNCHRO DRIVE GEAR.								
7240		SWRNGN	GARRTT			COMBUSTOR	CRACKED	2623	10/28/96
		SA226TC	TPE33110UA			31032153	ENGINE		CA961114008
*****	(CAN) COMBUSTOR LOWER SKIRT WAS FOUND CRACKED CIRCUMFERENTIALLY APPROXIMATELY 22 INCHES OR 3/4 OF THE CIRCUMFERENCE. GARRETT INVESTIGATING FAILURE. PART TC: 3,117.								
7250		SWRNGN	GARRTT			TURBINE WHEEL	LOOSE		1/29/97
		SA226TC	TPE33110UA			31021069	VANE ROOT	3027	CA970210009
*****	(CAN) AFTER GROUND RUN, THE PROPELLERS WERE PULLED THROUGH BY HAND TO AID COOLING. AN UNUSUAL NOISE WAS HEARD ON NR 2 ENGINE. ENGINE TORN DOWN AND THE RIVETS IN THE 2ND TURBINE WHEEL WERE FOUND LOOSE ALLOWING THEM TO TOUCH THE 3RD STATOR. NO DAMAGE WAS SUSTAINED BY STATOR, BUT THE 2ND STAGE TURBINE WHEEL HAD TO BE REPLACED. PART TC: 3,143.								
(End of SIGNIFICANT OCCURRENCE REPORT)									

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

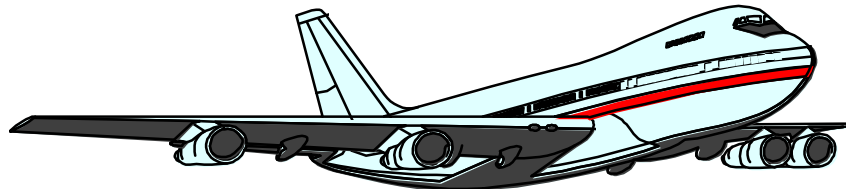
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 3/29/98 To 4/4/98

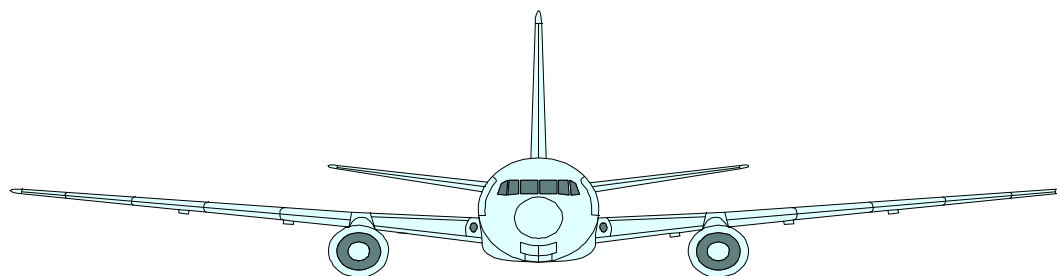
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
10718DAF														
HEATER	ATR42320	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 10718DAF -----		1	-	-	-	-	-	-	-	-	-	-	-	1
2602540														
BOLT	7373A4	1	-	-	-	-	-	-	-	-	-	-	1	-
	7373T0	1	-	-	-	-	-	-	-	-	-	-	-	1
	737524	1	-	-	-	-	-	-	-	-	-	-	-	1
TIE BOLT	737*	1	-	-	-	-	-	-	-	-	-	-	1	-
	7373A4	1	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 2602540 -----		5	-	-	-	-	-	-	-	-	-	-	3	2
2770066001														
PLUNGER	SA227DC	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 2770066001 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
31021069														
TURBINE WHEEL	SA226TC	1	-	-	-	-	-	-	-	-	-	-	-	1
	SA227AC	1	-	-	-	-	-	-	-	-	-	1	-	-
WHEEL	SA227AC	1	-	-	-	-	-	-	-	-	-	1	-	-
TOTAL of # 31021069 -----		3	-	-	-	-	-	-	-	-	-	2	-	1
31032153														
COMB LINER	JETSTM3101	1	-	-	-	1	-	-	-	-	-	-	-	-
COMBUSTION LINER	JETSTM3201	1	-	-	-	1	-	-	-	-	-	-	-	-
	SA226TC	1	-	-	-	-	-	-	-	-	-	-	1	-
COMBUSTOR	SA226TC	1	-	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 3/29/98 To 4/4/98 (cont'd)

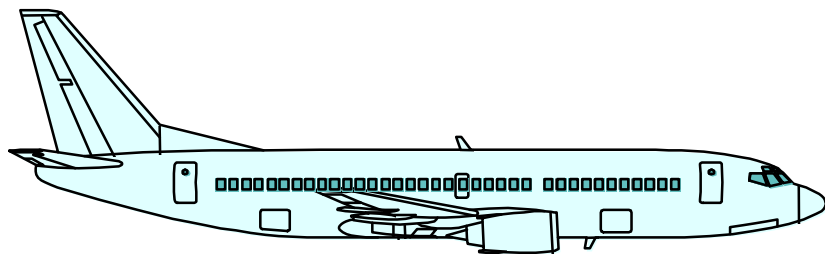
<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
31032153														
INNER RING	SA226TC	1	-	-	-	-	-	-	-	-	-	1	-	-
LINER	JETSTM3201	2	-	-	-	1	1	-	-	-	-	-	-	-
TOTAL of # 31032153 - - - - -		7	-	-	-	3	1	-	-	-	-	1	1	1
329B7A														
FLIGHT DIRECTOR	SA226AT	1	-	-	-	-	-	-	-	-	-	-	-	1
GYRO HORIZON	SA226AT	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 329B7A - - - - -		2	-	-	-	-	-	-	-	-	-	-	-	2
762811														
SWITCH	650	2	-	-	-	-	1	-	-	-	-	-	-	1
TOTAL of # 762811 - - - - -		2	-	-	-	-	1	-	-	-	-	-	-	1
848														
BEARING	SA227DC	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 848 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (20) PART NUMBERS: - - - -		22	-	-	-	3	2	-	-	-	-	3	4	10
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**3/29/98 - 4/4/98 ISSUE: 98-14 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 SIMA	971NA 017	AEROSP ATR42300				BATTERY PACK AD3127	DISCHARGED CABIN	2/12/98	SIMA980431
SAW - DURING PS-2 CHECK, MAINTENANCE REPORTED THAT SEVERAL EMERGENCY LIGHTS WERE INOP. MAINTENANCE REMOVED AND REPLACED BATTERY PACKS AT LOCATION 10WL AND 20WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	971NA 017	AEROSP ATR42300				BATTERY PACK AD3127	DISCHARGED CABIN	2/12/98	98ZZZM344
SAW - DURING PS-2 CHECK, MAINTENANCE REPORTED THAT SEVERAL EMERGENCY LIGHTS WERE INOP. MAINTENANCE REMOVED AND REPLACED BATTERY PACKS AT LOCATION 10WL AND 20WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	213AT 211	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN	2/11/98	98ZZZM342
ORD - FLT 4012 - FLOOR PROX LIGHTS INOP. RAID EMERGENCY LIGHT BATTERY PACKS, LOCATIONS 32L, 10WL, 18WL AND 29WL. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	213AT 211	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN	2/11/98	98ZZZM343
ORD - FLT 4012 - FLOOR PROX LIGHTS INOP. RAID EMERGENCY LIGHT BATTERY PACKS, LOCATIONS 32L, 10WL, 18WL AND 29WL. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	213AT 211	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN	2/11/98	SIMA980423
ORD - FLT 4012 - FLOOR PROX LIGHTS INOP. RAID EMERGENCY LIGHT BATTERY PACKS, LOCATIONS 32L, 10WL, 18WL AND 29WL. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	213AT 211	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN	2/11/98	98ZZZM341
ORD - FLT 4012 - FLOOR PROX LIGHTS INOP. RAID EMERGENCY LIGHT BATTERY PACKS, LOCATIONS 32L, 10WL, 18WL AND 29WL. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 C2XA	14813 100	AEROSP ATR42320				WIRE 3351117CF20	BROKEN CABIN	2/20/98	C2XA98IA030
IAH - DURING C-CHECK INSPECTION, THE PASSENGER DOOR EMERGENCY LIGHT WAS FOUND TO BE INOPERATIVE. MAINTENANCE REPAIRED WIRE NR 3351117CF20 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 C2XA	14815 104	AEROSP ATR42320				BATTERY PACK AD3127	DISCHARGED CABIN	3/7/98	C2XA98BT020
BTV - DURING 3A INSPECTION, FOUND CABIN AISLE PATH EMERGENCY LIGHTS DID NOT TEST PROPERLY. REMOVED AND REPLACED BATTERY PACK IN POWER SUPPLY 10WL. OPS CHECKED SYSTEM GOOD. (M)									
3350 C2XA	15816 105	AEROSP ATR42320				BATTERY PACK AD3127	DISCHARGED CABIN	3/6/98	C2XA98BT019
EWR - REPORTED LEFT FORWARD EMERGENCY LIGHT TO BE INOPERATIVE. REMOVED AND REPLACD BATTERY PACK FOR FORWARD EMERGENCY LIGHTS. OPS CHECKED SYSTEM GOOD. (M)									
3350 C2XA	14821 160	AEROSP ATR42320				POWER SUPPLY 3011180A	INOPERATIVE CABIN	2/20/98	C2XA98BT014
BTV - DURING 4A INSPECTION, FOUND MAIN CABIN EMERGENCY EXIT SIGN OVER FLIGHT ATTENDANTS SEAT INOPERATIVE. REPLACED POWER SUPPLY AND OPERATIONALLY CHECKED ITEM GOOD. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/29/98 To 4/4/98 ISSUE: 98-14 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 C2XA	14830 184	AEROSP ATR42320				FUSE 0341516	FAILED FUSELAGE		1/12/98 C2XA98BT002
BTV - DURING 3A INSPECTION, FOUND AFT RIGHT EMERGENCY EXIT LIGHT INOPERATIVE MAINTENANCE REMOVED AND REPLACED THE FUSE AT POWER SUPPLY 18WL FOR AFT RIGHT EXTERIOR EMERGENCY LIGHT. OPERATIONALLY CHECKED GOOD. (M)									
3350 C2XA	14834 193	AEROSP ATR42320				BATTERY PACK AD3127	DISCHARGED CABIN		2/11/98 C2XA98BT009
BTV - DURING 1A INSPECTION, FOUND EMERGENCY LIGHTS FAILED TO OPERATE PROPERLY DURING TEST OF SYSTEM. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACK. OPS CHECK OF SYSTEM GOOD. (M)									
3350 C2XA	93840 271	AEROSP ATR42320				POWER SUPPLY 3011180	INOPERATIVE CABIN		1/12/98 C2XA98B1001
BTV - DURING 1A INSPECTION, FOUND FORWARD LOWER EMERGENCY EXIT LIGHT SIGNS RIGHT AND LEFT INOPERATIVE. REMOVED AND REPLACED EMERGENCY LIGHTING POWER SUPPLY UNIT 29WL. OPERATIONALLY CHECKED GOOD. (M)									
3350 C2XA	86842 286	AEROSP ATR42320				POWER SUPPLY 3011180	INOPERATIVE CABIN		3/10/98 C2XA98BT021
BTV - DURING 3A INSPECTION, FOUND FORWARD AISLE PATH EMERGENCY LIGHTS TO BE INOPERATIVE. REMOVED AND REPLACED POWER SUPPLIES AT 29WL AND 3WL AND OPS CHECKED SYSTEM GOOD. (M)									
3350 C2XA	86842 286	AEROSP ATR42320				BATTERY P4010021	DISCHARGED CABIN		2/25/98 C2XA98BT015
BTV - ON LINE CHECK IN BTV, FOUND EMERGENCY FLASHLIGHT BELOW FLIGHT ATTENDANTS SEAT TO BE INOPERATIVE. REMOVED AND REPLACED EMERGENCY FLASHLIGHT BATTERY PACK. OPERATIONALLY CHECKED GOOD. (M)									
3350 C2XA	19812 99	AEROSP ATR42320				BATTERY PACK AD3127	DISCHARGED CABIN		3/6/98 98ZZM363
EWR - AFTER ARRIVING FLIGHT 3528, REPORTED PASSENGER DOOR EMERGENCY LIGHT TO BE INOPERATIVE. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT AND BATTERY PACK AT POSITION 29WL. SYSTEM WAS OPERATIONALLY CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 C2XA	19812 99	AEROSP ATR42320				POWER SUPPLY 301180	INOPERATIVE CABIN		2/12/98 C2XA98BT010
EWR - IN BOUND AFTER LANDING CREW REPORTED EMERGENCY LIGHTS ON FLOOR BETWEEN ROWS FIVE THROUGH NINE, ABOVE ROW FIVE AND NINE, AND ABOVE FLIGHT ATTENDANTS PANEL TO BE INOPERATIVE. TROUBLESHOT REMOVED AND REPLACED EMERGENCY LIGHT POWER SUPPLIES AT 10WL AND 18WL LOCATIONS. OPERATIONALLY CHECKED GOOD. (M)									
3350 C2XA	19812 99	AEROSP ATR42320				LIGHT 3011210	INOPERATIVE CABIN		3/6/98 C2XA98BT018
EWR - AFTER ARRIVING FLIGHT 3528, REPORTED PASSENGER DOOR EMERGENCY LIGHT TO BE INOPERATIVE. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT AND BATTERY PACK AT POSITION 29WL. SYSTEM WAS OPERATIONALLY CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 C2XA	33449 507	AEROSP ATR42500				WIRE 3351214CF20	BROKEN CABIN		2/25/98 C2XA98IAA33
IAH - DURING MAINTENANCE VISIT NR 14, FOUND LEFT SIDE AFT CABIN EMERGENCY EXIT SIGN/LIGHT TO BE INOPERATIVE. MAINTENANCE REPAIRED WIRE NR 3351214CF20 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5341 C2XA	14813 100	AEROSP ATR42320				FITTING S53572804200	CRACKED WING/FUSELAGE		2/20/98 C2XA98IA031
IAH - DURING NDT INSPECTION OF THE AFT CENTER BOLT HOLE ON THE LEFT WING TO FUSELAGE FITTING AT FRAME 27, A CRACK INDICATION WAS FOUND IN THE OUTER STRAP. MAINTENANCE REAMED THE AFFECTED HOLE TO SECOND OVERSIZE AND, THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE UNDER DEFERRED MAINTENANCE ITEM IAW CONTINENTAL EXPRESS ENGINEERING CHANGE AND REPAIRED AUTHORIZATION EC5340-01031. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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5350 C2XA	14833 188	AEROSP ATR42320				RADOME	LIGHTNING STRIKE FWD FUSELAGE	3/3/98	C2XA98BT017
EWR - EN ROUTE.SYR AIRCRAFT STUCK BY LIGHTNING DIVERTED TO SWF. AIRCRAFT HAD LIGHTNING INSPECTION AND FERRIED TO EWR, PERFORMED FURTHER CHECKS AND MAINTENANCE FERRIED AIRCRAFT TO BTV FOR FINAL REPAIRS. MAJOR REPAIR PERFORMED ON FORWARD PRESSURE BULKHEAD AT UPPER LEFT SIDE, OUTBOARD OF RADOME LATCH IAW ATR 42 SRM 53-11-10 PRESSURE CHECKED AIRCRAFT AFTER REPAIR AND RETURN TO SERVICE. (M)									
5711 TRBA	973NA 065	AEROSP ATR42300				SPAR S5721058020051	CORRODED LT WING AFT	2/23/98	98ZZZM357
DURING ACCOMPLISHMENT OF SB ATR 42-57-0044R2 AD 97-26-11, FOUND CORROSION DAMAGE ON THE LEFT WING REAR SPAR LOWER EXTRUSION FOUND OUT OF LIMITS. THE MANUFACTURE WAS CONTACTED AND A TEMPORARY REPAIR WAS PROVIDED ALLOWING TO FLY THE AIRCRAFT TO A BASE WHERE THE NECESSARY REPAIRS COULD BE PERFORMED. THE TEMPORARY REPAIR WAS ACCOMPLISHED IAW THE MANUFACTURER DRAWING AIRAMS/T/ATR/31761/98. A MECHANIC WAS ONBOARD THE AIRCRAFT TO PERFORM A VISUAL INSPECTION AFTER EACH LANDING IAW THE MANUFACTURER PROCEDURES. (M)									
7170 C2XA	14830 184	AEROSP ATR42320				DRAIN LINE S7171001401300	BROKEN NR 1 ENGINE	1/12/98	C2XA98BT003
BTV - DURING 3A INSPECTION, FOUND NR 1 ENGINE FUEL FLOW DIVIDER DRAIN LINE BROKEN. REMOVED AND REPLACED WITH A SERVICEABLE LINE AND LEAK CHECKED GOOD. (M)									
7200 C2XA	19812 99	AEROSP ATR42320	PWA PW121			ENGINE	FIRE RIGHT	2/25/98	C2XA98CL018
***** EWR - FLT 3597 - DURING TAXI THE CREW RECEIVED A FIRE INDICATION WITH ALL ASSOCIATED WARNINGS ON THE RIGHT ENGINE. THE CREW DECLARED A EMERGENCY AND THE ENGINE FIRE EXTINGUISHER WAS ACTIVATED. THE INVESTIGATION INTO THE CAUSE OF FIRE AND EXTENT OF DAMAGE IS PENDING. (M)									
7312 C2XA	15827 175	AEROSP ATR42320				HEATER 10718DAF	LEAKING RT ENG FUEL/OIL	14615 2/2/98	C2XA98CL005
***** CLE - CREW REPORTED THE RIGHT ENGINE CAUGHT FIRE UPON LANDING. MAINTENANCE INSPECTED THE RIGHT ENGINE AND FOUND THE FUEL/OIL HEATER TO BE LEAKING WHICH CAUSED THE FIRE. MAINTENANCE REMOVED AND REPLACED THE RIGHT ENGINE IAW CONTINENTAL EXPRESS TASK CARD NR 2272001. (M)									
3260 SIMA	369AT 369	AEROSP ATR72212				SWITCH 141FLO1D3	FAILED NLG	3/5/98	SIMA980641
HOU - FLT 3547 - INBOUND TO HOU FOR LANDING, WHEN GEAR WAS SELECTED DOWN FOR LANDING THE NOSE GEAR GREEN LIGHT FLASHED INTERMITTENT ON THE LOWER INDICATOR PANEL. THE UPPER INDICATION PANEL INDICATED ALL GEAR DOWN AND LOCKED. PILOT CONTINUED TO HOU AND LANDED SAFELY. MEL ITEM WAS ISSUED AGAINST THE LANDING GEAR FOR RETURN FLIGHT FOR DFW. DFW MAINTENANCE REPLACED THE NOSE LANDING GEAR UPLOCK BOX SWITCH AND PERFORMED GEAR RETRACTION TEST SATISFACTORILY. A/C WAS RETURNED TO SERVICE. (M)									
3350 C2XA	69902 385	AEROSP ATR72212				COVER	CRACKED GALLEY	3/6/98	C2XA98BT016
EWR - CREW REPORTED EMERGENCY EXIT LIGHT IN FRONT OF GALLEY LOOSE AND CRACKED. MAINTENANCE FOUND GALLEY FLOOR EMERGENCY EXIT LIGHT COVER MISSED PLACED/CRACKED, RE-INSTALLED GALLEY FLOOR EMERGENCY EXIT LIGHT AND COVER. (M)									
5311 AALA	25071 514	AIRBUS A300B4605R				FRAME	CORRODED CARGO COMPT	2/17/98	AALA980359
TUL - FRAME 58 CORRODED AT LONGERON 55R TO 55L. INSTALLED DOUBLER PER SRM 53-10-13. TST: 25,415.42 HOURS. CYCLES: 9,488. (X)									
5320 AALA	25071 514	AIRBUS A300B4605R				SILL	CORRODED BS 1711-1722	2/18/98	AALA980371
TUL - CORROSION AROUND SEVERAL ROLLER TRAY ATTACH HOLES IN SILL BEAM AT FORWARD CARGO DOOR. REMOVED CORROSION, TREATED, PRIMED, AND PAINTED AREA THEN INSTALLED 2 EACH STRAPS AT FR 25 AND FR 25A PER ESO 30595 DATED 2-11-98. TST: 265,415.42 HOURS. CYCLES: 9,488. (X)									

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5754 AALA	25071 514	AIRBUS A300B4605R				STRUCTURE	CORRODED LE FLAP		2/18/98 AALA980372
TUL - CORROSION INSIDE MAIN SECTION OF KRUEGER FLAP. REPLACED MAIN KRUEGER FLAP WITH NEW SERVICEABLE FLAP. TST: 25,415.42 HOURS. CYCLES: 9,488. (X)									
7200 AALA	70072 515	AIRBUS A300B4605R	GE CF680C2A5			ENGINE	FAILED NR 2		1/25/98 AALA980216
JFK - FLT 141 - N2 ENGINE VIBRATION ECAM, NR 2 ENGINE INDICATION FLASHING. VARIED FROM 4.6 AT CRUISE POWER INCREASING TO 6.0 -6.4 WHEN THROTTLE REDUCED TO IDLE. POSSIBLE SLIGHT BUZZ LEFT IN NR 2 THROTTLE. N1 VIB AND ALL OTHER INDICATIONS NORMAL. NOTICEABLE HARMONIC VIBRATION WHEN ENGINE WINDING DOWN AT GATE. REMOVED AND REPLACED NR 2 ENGINE AS PER MCM WORKCARD NR AE719307 AND ACCOMPLISHED ENGINE RUN UP. ENGINE OPS AND LEAK CHECKS NORMAL. (M)									
5347 AWXA	633AW 082	AIRBUS A320231				SEAT TRACK ASNA2223	CORRODED BS 808		2/26/98 AWXA9800077
DURING SCHEDULED C-6 INSPECTION, FOUND CORROSION ON SEAT TRACKS AT STN 808, FR 20, TRACKS 1, 2, 3 AND 4. NR 3 TRACK REQUIRED RE-WORK. INSTALLED EXTRUSION 7075T6 REPAIR DUE TO CORROSION BEYOND LIMITS AS PER SRM 53-00-15.									
5347 AWXA	633AW 082	AIRBUS A320231				SEAT TRACK ASNA2223	CORRODED BS 808		2/26/98 AWXA9800076
DURING SCHEDULED C-6 INSPECTION, FOUND SEAT TRACK NR 4 STN 808 AND SEAT TRACK NR 3 STN 808 CORRODED PAST SRM LIMITS 53-00-15. EFFECTED AREAS REPAIRED PER SRM 53-00-15, PAGE 204 USING EXTRUSION 7075-T6.									
5347 AWXA	640AW 448	AIRBUS A320231				SEAT TRACK A5NA2223	CORRODED BS 808		3/12/98 AWXA9800074
DURING SCHEDULED C-3 INSPECTION, NR 4 SEAT TRACK REPLACED FROM STN 808 FR 20 TO STN 950 FR 24 DUE TO CORROSION BEYOND SRM LIMITS. SPLICED IN FLOOR TRACK PER ER 32-53-12-17.									
5347 AWXA	640AW 448	AIRBUS A320231				SEAT TRACK ASNA2223	CORRODED BS 808		3/12/98 AWXA9800079
NR 4 SEAT TRACK REPLACED FROM STN 808 FRO 20 TO STN 950 FRA 24 DUE CORRODED BEYOND SRM LIMITS. SPLICED IN FLOOR TRACK AS PER ER 32-53:12-17.									
5347 AWXA	640AW 448	AIRBUS A320231				FLOOR TRACK A5NA2223	CORRODED BS 808		3/12/98 AWXA9800075
DURING SCHEDULED C-3 INSPECTION, REPLACED NR 2 AND NR 3 FLOOR TRACK STN 808 FR 20 DUE TO CORROSION BEYOND SRM LIMITS. SPLICED IN FLOOR TRACK PER SRM 53-00-15, PAGE 201.									
5347 AWXA	640AW 448	AIRBUS A320231				FLOOR TRACK ASNA2223	CORRODED BS 808		3/14/98 AWXA9800080
NR 2 AND 3 FLOOR TRACK STN 808 FR 20 REPLACED DUE CORROSION BEYOND SRM LIMITS. SPLICED IN FLOOR TRACK AS PER SRM 53-00-15 PAGE 201.									
2130 SABA	942AE 942	BAG JETSTM3201				FILTER	DIRTY CABIN		2/6/98 SABA980009
CLT - FLT 5222 - ON FLIGHT FROM CLT TO LEX, AFTER DEPARTING CLT PRESSURIZATION BECAME INOP IN MANUAL AND AUTO MODE. CREW REPORTED, COULD NOT FLY TO LEX, WITH PRESENT FUEL, DUE TO FUEL CONSUMPTION AT LOWER ALTITUDE AND HAVE THE RESERVE FUEL REQUIRED. AIRCRAFT RETURNED TO CLT FOR REPAIR. NO EMERGENCY WAS DECLARED. AIRCRAFT LANDED BACK AT CLT WITH NO OTHER PROBLEMS. MAINTENANCE FOUND THE REFERENCE SCREEN. ON THE PRESSURIZATION SAFETY VALVE BLOCKED WITH DUST AND DIRTY. REFERENCE SCREEN WAS CLEANED. AIRCRAFT WAS GROUND RUN AND OPS CHECKED GOOD. TEST FLT WAS FLOWN AND INFLIGHT CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
2433 REXA	315PX 685	BAG JETSTM3101				INVERTER LT52A	FAILED LEFT		3/8/98 REXA98066
HOT BURNING SMELL AND SMOKE IN COCKPIT ON SHORT FINAL. SMOKE STOPPED AFTER LANDING, BUT THE HOT SMELL CONTINUED. FOUND INVERTOR UNDER CAPTAINS SEAT FOR FO'S INSTRUMENT LIGHTS SMOKED. REMOVED AND REPLACED INVERTOR. (M)									

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3230 SABA	190PC 750	BAG JETSTM3101				SWITCH 622800200	DIRTY NLG		2/7/98 SABA980011
CLT - FLT 5214 - ON FLT FROM LEX TO CLT, ON APPROACH TO CLT, THE PILOT PUT THE LANDING GEAR DOWN. RECEIVED 3 GREEN LIGHTS AND AN UNSFE RED LIGHT, ALSO WARNING HORN ON NOSE LANDING GEAR. PILOT PUT THE FLAPS TO 35 DEGREES, BUT NO CHANGE. CYCLED GEAR WITH NO CHANGE. PILOT THEN CYCLED THE CIRCUIT BREAKER FOR THE WARNING HORN AT THE TIME THE RED LIGHT AND WARNING HORN WENT OUT. NO EMERGENCY WAS DECLARED. AIRCRAFT MADE A SAFE LANDING WITH NO OTHER PROBLEMS. MAINTENANCE FOUND THE NOSE GEAR DOWN AND LOCK SWITCH STICKING. CLEANED AND LUBED SWITCH. GROUND CYCLED GEAR AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3230 VTZA	492UE 790	BAG JETSTM3201				RADIUS ROD 1867F	FAILED RT MLG		2/20/98 98ZZZM345
FLT 6221 - SWF-IAD - DURING APPROACH, EXPERIENCED A MOMENTARY LT GEAR UNSAFE WARNING LIGHT. AFTER A BRIEF MOMENT LEFT MAIN GEAR WENT GREEN BUT THE GPWS 'TO LOW GEAR' WARNING SOUNDED. A/C MADE A NORMAL LANDING BUT FOUND THE NOSE WHEEL STEERING WAS INOPERATIVE. A/C STOPPED ON THE HIGH SPEED TAXI RAMP AND MX CONTROL WAS NOTIFIED. MX WAS NOTIFIED AND A/C WAS TOWED TO THE LINE. MX TROUBLESHOT SYSTEM AND FOUND THE LT UPLOCK MICROSWITCH WAS DEFECTIVE ALONG WITH A BROKEN WIRE ON THE NLG WEIGHT ON WHEEL MICROSWITCH. MX ALSO FOUND THE RT RADIUS ROD WAS DEFECTIVE. MX REMOVED AND REPLACED THE RT RADIUS ROD AND THE LT UPLOCK MICROSWITCH AND REPAIRED THE WIRE TO THE NLG WEIGHT ON WHEEL MICROSWITCH. ALL FUNCTIONAL CHE									
3260 VTZA	492UE 790	BAG JETSTM3201				SWITCH 622800200	FAILED LT MLG		2/20/98 VTZA98059
FLT 6221 - SWF-IAD - DURING APPROACH, EXPERIENCED A MOMENTARY LT GEAR UNSAFE WARNING LIGHT. AFTER A BRIEF MOMENT LEFT MAIN GEAR WENT GREEN BUT THE GPWS 'TO LOW GEAR' WARNING SOUNDED. A/C MADE A NORMAL LANDING BUT FOUND THE NOSE WHEEL STEERING WAS INOPERATIVE. A/C STOPPED ON THE HIGH SPEED TAXI RAMP AND MX CONTROL WAS NOTIFIED. MX WAS NOTIFIED AND A/C WAS TOWED TO THE LINE. MX TROUBLESHOT SYSTEM AND FOUND THE LT UPLOCK MICROSWITCH WAS DEFECTIVE ALONG WITH A BROKEN WIRE ON THE NLG WEIGHT ON WHEEL MICROSWITCH. MX ALSO FOUND THE RT RADIUS ROD WAS DEFECTIVE. MX REMOVED AND REPLACED THE RT RADIUS ROD AND THE LT UPLOCK MICROSWITCH AND REPAIRED THE WIRE TO THE NLG WEIGHT ON WHEEL MICROSWITCH. ALL FUNCTIONAL CHE									
6111 SABA	928AE 928	BAG JETSTM3201		MCAULY 4HFR34C653		PROP BLADE	LOOSE RT ENGINE	7170	3/11/98 SABA980017
CLT - FLT 5172 - ON FLIGHT FROM CLT TO NTS, AIRCREW REPORTED A SEVERE VIBRATION AFTER TAKEOFF. AIRCRAFT RETURNED TO CLT. NO EMERGENCY WAS DECLARED. AIRCRAFT LANDED WITH NO OTHER PROBLEMS. MAINTENANCE FOUND ONE OF THE BLADES, IN THE RIGHT PROP, HAD SLIPPED IN THE HUB. RT PROPELLER REMOVED AND REPLACED. ENGINE RUN, RIGGED, LEAK AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. PART TOTAL CYCLES: 11,367. (X)									
7200 SABA	941AE 941	BAG JETSTM3201	GARRTT TPE33112UHR			ENGINE	FAILED RIGHT	6052 293	2/10/98 SABA980013
FAY - FLT 5078 - ON FLIGHT FROM OAJ TO CLT, PILOT STATED THERE WAS A SLIGHT ENGINE SURGE AND RAPIDLY FOLLOWED BY A RT ENGINE SHUTDOWN. ALL ENGINE INDICATIONS NORMAL PRIOR TO SHUTDOWN OF RT ENGINE. AIRCREW DECLARED AN IN-FLIGHT EMERGENCY. AIRCREW ALSO TRIED TO AIRSTART. THE ENGINE WOULD NOT START WITH 30 PERCENT RPM. AIRCRAFT DIVERTED INTO FAYETTEVILLE. EMERGENCY PROCEDURES WERE USED. AIRCRAFT LANDED WITH NO OTHER PROBLEMS. MAINTENANCE DEPLOYED FROM CLT TO FAY. MAINTENANCE REMOVED AND REPLACED THE RT ENGINE. AIRCRAFT RETURNED TO SERVICE AT 1,620 HOURS 2-12-98. PART TOTAL CYCLES: 10,626. (X)									
7321 SABA	920AE 920	BAG JETSTM3201	GARRTT TPE33112UAR			FUEL CONTROL 89778024	FAILED RT ENGINE		3/15/98 SABA980019
SOP - FLT 5022 - ON FLIGHT FROM CLT TO ISO, THE RT ENGINE RPM DROPPED AND FUEL CAPTION LIGHT CAME ON. AIRCREW COULD NOT REGAIN POWER, SO THE ENGINE WAS SHUT DOWN. IN-FLIGHT EMERGENCY WAS DECLARED AND EMERGENCY PROCEDURES WERE USED. AIRCRAFT DIVERTED AND LANDED AT SOP WITH NO OTHER PROBLEMS. MAINTENANCE FOUND A BAD RIGHT FUEL CONTROL. REMOVED AND REPLACED RIGHT FUEL CONTROL. RIGGED, LEAK AND OPS CHECKED GOOD. TEST FLIGHT C/W AND RETURNED TO SERVICE. (X)									
7712 SABA	962AE 962	BAG JETSTM3201				TTL VALVE 8974575	FAILED RT ENG		2/23/98 SABA980015
CLT - FLT 5173 - ON FLIGHT FROM CLT TO OAJ, PILOT ABORTED TAKEOFF DUE TO RIGHT ENGINE TORQUE STARTED DECREASING AND TEMPERATURE WAS INCREASING. NO EMERGENCY WAS DECLARED. AIRCRAFT RETURNED TO PARKING RAMP. MAINTENANCE FOUND THE TTL BYPASS VALVE BAD. REMOVED AND REPLACED VALVE. SYSTEM OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

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2612 C2XA	81536 UE152	BEECH 1900D				FIRE LOOP 24412886	CHAFED LT ENGINE		1/21/98 C2XA98CL006
CLE - FLT 3160 - CREW REPORTED THE LEFT FIRE WARNING SYSTEM ACTIVATED IN FLIGHT, AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED THE LEFT ENGINE FIRE LOOP IAW B1900 MM 26-10-00, OPERATIONAL CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
3060 C2XA	81546 UE187	BEECH 1900D				BRUSH BLOCK 4E31971	CHAFED WIRE RT PROP		2/21/98 C2XA98CL015
CLE - FLT 3057 - CREW REPORTED THE RIGHT PROP DE-ICE WOULD NOT TEST FOR FIRST FLIGHT CHECKS IN AUTO OR MANUAL MODES. AIRCRAFT RETURNED TO GATE. MAINTENANCE INSPECTED THE PROP AND REMOVED AND REPLACED A CHAFFED WIRE ON THE BRUSH BLOCK IAW B1900D MM 30-60-00. OPERATIONAL CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
3233 JJBA	848CA UE53	BEECH 1900D				ACTUATOR 11438004115	FAILED RT MLG		2/26/98 98ZZZM337
RIGHT MAIN GEAR FAILED TO INDICATE DOWN AND LOCK. REPLACED ACTUATOR.									
3246 MASA	124YV UE124	BEECH 1900D				WHEEL BEARINGS 11480012913889	FAILED NLG		2/24/98 MASA98038
FLT 5530 - BGR-BOS - UPON ARRIVAL IN BOS, PILOTS FELT EXCESSIVE NOSE WHEEL SHIMMY DURING TAXI. AIRCRAFT STOPPED AND SECURED ON TAXIWAY, FIRE EQUIPMENT VEHICLES ROLLED AS A PRECAUTION. IN MAINTENANCE, NOSE WHEEL ASSEMBLY AND BEARINGS WERE REMOVED AND REPLACED. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3416 HEEA	30PH BB635	BEECH 200BEECH				ENCODER 8800	FAILED COCKPIT		3/19/98 HEEA0013492
ENCORDER FAULTY NO ATTITUDE INPUT ON GPS.									
3422 HEEA	500PH BL29	BEECH 200CBEECH				GYRO COMPASS 5223241000	FAILED COCKPIT		3/19/98 HEEA0013467
GYRO COMPASS SLOW TO SLAVE.									
3425 HEEA	789DS BB478	BEECH 200BEECH				FLIGHT DIRECTOR 4018369902	FAILED COCKPIT		3/18/98 HEEA0013430
ALTITUDE SELECT MODE INOPERATIVE.									
3457 HEEA	39PH BL3	BEECH 200CBEECH			SKYNAV 5000	GPS 0845000000	DEFECTIVE COCKPIT		3/23/98 HEEA0013512
SELECTOR KNOB SKIPS DIGITS AND LETTERS WHEN TRYING TO SELECT.									
6140 HEEA	30PH BB635	BEECH 200BEECH				TACH GENERATOR 503890571	ERRATIC PROP		3/19/98 HEEA0013488
ERRATIC OUTPUT.									
6140 HEEA	30PH BB635	BEECH 200BEECH				TACH GENERATOR 503890571	FAILED PROP		3/19/98 HEEA0013489
NR1 GAUGE STAYS ON ZERO.									
2120 DALA	505DA 21307	BOEING 727232				AIR DISTRIBUTION	SMOKE CABIN		3/24/98 DL72L980646
AIR RETURN SMOKE IN AFT CABIN DURNING T/O CREW DUMPED FUEL TO 163,500 NORMAL LANDING AND STOP. RAN PACKS WITH APU AIR ALL PACKS OPERATED NORMAL. FLT CREW TAXI AND RAN ENGINES AT RUNUP AREA WITH MECHANIC, CHECKING PACKS WITH ENGINE AIR AT IDLE AND POWER. ALL PACKS OPERATED NORMAL, NO SMOKE IN CABIN. PERFORMED OVERWEIGHT LANDING CHECK PHASE 1, NO DAMAGE FOUND RETUNED A/C BACK TO SERVICE.									

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2133 FDEA	102FE 19193	BOEING 72722C				OUTFLOW VALVE 10328051	FAILED AFT FUSELAGE		3/31/98 98FDEA00223
AIRCRAFT WILL NOT PRESSURIZE IN NORMAL OR AUTOMATIC. NO AUTHORITY WITH MANUAL WITH FULL INCREASE PRESSURE. CABIN VERTICAL SPEED INDICATOR FULL CLIMB THROUGHOUT. *S/D* REPLACED LEFT OUTFLOW VALVE PER MAINTENANCE MANUAL 21-30-51, PERFORMED SYSTEM ADJUSTMENT TEST AS PER 21-30-0. SYSTEM OPERATIONAL CHECKS GOOD ON GROUND IN MANUAL AND AUTO MODE.									
2565 AALA	710AA 22467	BOEING 727223				CABLE	BROKEN DOOR SLIDE		2/26/98 AALA980407
TUL - GIRT BAR LANYARD, CABLE BROKEN AT THE SLIDE RELEASE PAWL MECHANISM (OVERHAUL DUE 7-98). REMOVED AND REPLACED SLIDE PER MM. TST: 44,584 HOURS. CYCLES: 24,187. (X)									
2612 EISA	366PA 22538	BOEING 727221				FIRE LOOP 182528001375	INOPERATIVE NR 2 ENGINE		2/21/98 EISA98040
NR 2 FIRE WARNING WILL NOT TEST. REPLACED CONNECTOR AND FIRE LOOP. (M)									
2710 IPXA	924UP 19234	BOEING 72731C				CASTING 65742845	CORRODED LT AILERON		3/18/98 UPS98226216
INSPECTION TYPE-C, LT AILERON TURNAROUND PULLEY CASTING HAS CORROSION ON LOWER SUPPORT LUG FOR TAB PULLEY. CASTING REPLACED IAW OHM 27-12-00.									
2730 IPXA	924UP 19234	BOEING 72731C				CLEVIS	CRACKED LT ELEVATOR		3/24/98 UPS98226204
INSPECTION TYPE-C, LT ELEVATOR HAS CRACKED LUGS AT NR 3 HINGE POINT AT ES 66.5. REPAIR CARRIED OUT IAW SRS ENGINEERING ORDER 98-08-001, UPS FILE NUMBER 727-55-0366 AND BOEING SERVICE BULLETIN 727-55-53 REV 3FIGURE 6 AND DRAWING NUMBER 65-68883.									
2760 IPXA	924UP 19234	BOEING 72731C				ROD END	WORN NR 7 SPOILER		3/16/98 UPS98226210
INSPECTION TYPE-C, NR 7 GROUND SPOILER CASTING AND ACTUATOR ROD END HAS EXCESSIVE PLAY. REPLACED SPOILER CASTING IAW MM 27-62-81 AND REPLACED ACTUATOR ROD END IAW OHM 27-60-01.									
2760 IPXA	924UP 19234	BOEING 72731C				CASTING	WORN NR 9 SPOILER		3/16/98 UPS98226211
INSPECTION TYPE-C, NR 9 GROUND SPOILER (ACTUATOR) CASTING HAS EXCESSIVE PLAY AT HINGE POINT. REPLACED ACTUATOR CASTING IAW MM 27-61-91.									
2760 IPXA	924UP 19234	BOEING 72731C				ROD END 65375393	WORN NR 6 SPOILER		3/16/98 UPS98226209
INSPECTION TYPE-C, NR 6 GROUND SPOILER CASTING AND LINKAGE HAS EXCESSIVE PLAY. REPLACED WORN ACTUATOR CASTING LINKAGE ROD END AND BOLT IAW MM 27-6 2-81.									
2810 IPXA	924UP 19234	BOEING 72731C				DOUBLER 382221	CORRODED NR 1 TANK		3/16/98 UPS98226213
INSPECTION TYPE-C, FUEL LEAK AT NR 1 TANK OVERWING REFUELING AREA ON INVESTIGATION, ADAPTER FILLER AND INTERNAL DOUBLER FOUND CORRODED. REPLACED CORRODED PARTS IAW DRAWING 65-19299.									
3213 FDEA	245FE 22016	BOEING 727277				AXLE	SHEARED NR 1 WHEEL		3/31/98 98FDEA00224
*****	DURING WALKAROUND INSPECTION, FOUND THE NR 1 WHEEL ASSEMBLY AXLE TO BE SHEARED AT THE AXLE NUT. TIRE AND WHEEL REMAINED INTACT ON AXLE. *S/D* REMOVED AND REPLACED MAIN LANDING GEAR INNER STRUT, NR 1 AND NR 2 TIRES AND BRAKES, NR 2 ANTI-SKID DETECTOR. SERVICED STRUT, BRAKES AND ANTI-SKID OPERATIONAL CHECK GOOD.								

***** DENOTES SIGNIFICANT OCCURRENCE

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3260 GAIA	6831 20184	BOEING 727223				ACCESSORY UNIT	LOOSE LANDING GEAR		3/3/98 GAIA9828
AFTER DEPARTING MCO, CREW REPORTS, AFTER GEAR RETRACTION, ALL GEAR UNSAFE (RED) LIGHTS REMAIN ILLUMINATED. CYCLED GEAR AND INDICATION REMAINED THE SAME. SHORTLY BEFORE RETURN TO MCO, UNSAFE LIGHT EXTINGUISHED. NORMAL INDICATION, AIRCRAFT MADE AN UNEVENTFUL RETURN TO MCO. CLEANED AND RESECURED LANDING GEAR ACCESSORY UNIT PER B727 MM. SYSTEM AND ALL INDICATIONS TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 DHLA	721DH 19545	BOEING 727228				ACCESSORY UNIT 656021132	FAILED E/E COMPT		3/27/98 DHL98724001
ON GEAR RETRACTION, TRIGGER WAS REQUIRED AND FLAPS UP, TAKEOFF WARNING SOUNDED. REMOVED AND REPLACED LANDING GEAR ASSY UNIT.									
3260 NWAA	293US 21504	BOEING 727251				INDICATION	MALFUNCTIONED NLG		3/16/98 9805212293
DURING GEAR EXTENSION, NOSE GEAR INDICATED UNSAFE. CYCLED GEAR INCREASED AIRSPEED TO 200 KIAS. RECEIVED SAFE INDICATION 1.5 MINUTES LATER. VERIFIED THROUGH VISUAL INSPECTION WINDOW. AIRCRAFT LANDED WITHOUT INCIDENT. JACKED AIRCRAFT AND SWUNG GEAR SEVERAL TIMES. COULD NOT DUPLICATE. LUBRICATED NOSE LANDING GEAR.									
3350 CALA	79750 22452	BOEING 727224			GRIMES	BATTERY PACK 90052	DISCHARGED CABIN		3/25/98 CALA9800586
INSPECTION FOUND CEILING EMERGENCY EXIT LIGHT BETWEEN R-2 DOOR AND L-2 DOOR INOPERATIVE. THE BATTERY PACK WAS REMOVED AND REPLACED.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/29/98 K3HA980041
AT POST FLIGHT, FOUND RIGHT HAND EMERGENCY (CENTER) LIGHT INOP. REMOVED AND REPLACED BATTERY PACK, REF MM 33-50-21, OPS CHECK OK.									
3350 K3HA	361KP 20627	BOEING 727225				BULB	FAILED CABIN		3/28/98 K3HA980040
EMERGENCY EXIT LIGHT LEFT HAND MID ROW SEAT 20ABC SEVERAL LIGHT BURN OUT. INSTALLED NEW BULBS.									
3350 K3HA	8880Z 21453	BOEING 727225				BULB 07912330711	FAILED CABIN		3/25/98 K3HA980039
FORWARD OF SEAT ROW 2ABC, RED E-PATH LIGHT LENSE AND BULB MISSING. INSTALLED LENSE AND RELAMPED, OP'S CHECK GOOD.									
3350 TAOA	925TS 21244	BOEING 727227				BATTERY CHARGER RPSIB	FAILED CABIN		3/11/98 TAOA039802
FLT 6150 - LGA-BOS - AFT SECTION OF EMERGENCY PATH LIGHTING INOPERATIVE. REPLACED BATTERY CHARGER, OPERATIONAL CHECK NORMAL PER MM 33-50. (M)									
3350 AMTA	783AT 22000	BOEING 727227				BATTERY PACK	DISCHARGED CABIN		2/21/98 98ZZZM362
DURING P/F, FOUND ROW TO 10 EGRESS LIGHT OUT. REMOVED AND REPLACED BATTERY PACK, OPS CHECK GOOD. (M)									
3350 AMTA	772AT 22003	BOEING 727227				LIGHT	BROKEN AIRSTAIRS		2/27/98 98ZZZM359
DURING P/F, FOUND THE OVERHEAD EMERGENCY LIGHT ASSY NOT WORKING PROPERLY AND LENS COVER IS BROKEN. REMOVED AND REPLACED EMERGENCY LIGHT ASSY. (M)									
3350 NWAA	275US 21154	BOEING 727251				BATTERY PACK	DISCHARGED CABIN		3/23/98 9804982275
DURING PREFLIGHT, FOUND MAIN CABIN EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK OK.									

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3350 NWAA	288US 21376	BOEING 727251				BATTERY PACK	DISCHARGED CABIN		3/18/98 9805002288
DURING PREFLIGHT, FOUND ESCAPE SLIDE EMERGENCY LIGHT LEFT AFT GALLEY DOOR INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	293US 21504	BOEING 727251				BATTERY	DISCHARGED CABIN		3/21/98 9804992293
DURING PREFLIGHT, FOUND RIGHT OVERWING EMERGENCY LIGHT FLASHES. REPLACED BATTERY AND POWER SUPPLY M655. OPERATIONAL CHECK OK.									
3350 NWAA	204US 22544	BOEING 727251				BATTERY PACK	DISCHARGED CABIN		3/26/98 9805012204
DURING PREFLIGHT, FOUND LEFT CENTER EXTERIOR OVERWING EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK OK.									
3350 AMTA	763AT 22983	BOEING 727264				BATTERY PACK	DISCHARGED CABIN		2/27/98 98ZZM361
DURNG P/F, FOUND RT AFT OVERWING EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED BATTERY PACK. (M)									
3350 AMTA	763AT 22983	BOEING 727264				LIGHT	INOPERATIVE CABIN		2/27/98 98ZZM360
DURING P/F, FOUND EMERGENCY LIGHT OVER L-1 DOOR INOP. REMOVED AND REPLACED EMERGENCY LIGHT OVER L-1 DOOR. (M)									
3442 DHLA	741DH 21931	BOEING 7272Q9				RT UNIT MI585161	FAILED FWD FUSELAGE		3/31/98 DHL98741001
WEATHER RADAR WILL NOT PAINT GROUND RETURN BETWEEN 30 DEGREES LEFT AND 30 DEGREES RIGHT OF NOSE UNLESS TILT ADJUSTED 7 DEGREES NOSE DOWN. SOLID GROUND RETURN OUTSIDE OF 30 DEGREES LEFT AND RIGHT. REPLACED R/T, OPS CHECK GOOD PER BOEING MM 34-41-0.									
5311 AALA	879AA 21391	BOEING 727223				FRAME	CORRODED BS 580		2/20/98 AALA980393
TUL - CORROSION ON 580 BOLT FRAME AND SHEAR TIE STR 26L - STR 27L. REMOVED CORROSION FROM BELT FRAME AT INSTALLED NEW SHEAR TIE. TST: 54,868 HOURS. CYCLES: 33,161. (X)									
5311 IPXA	924UP 19234	BOEING 72731C				FRAME	CRACKED BS 360		3/24/98 UPS98226217
INSPECTION TYPE-C, FRAME CRACKED AT FWD RT ST 360 RIGHT HAND SIDE AT STRINGER 25 APPROX. FRAME REPAIRED IAW SRM 51-40-3.									
5312 AALA	863AA 21090	BOEING 727223				BULKHEAD BEAM	CRACKED BS 1183		3/3/98 AALA980431
TUL - FORWARD SIDE 1183 BULKHEAD LBL 8, VERTICAL STIFFENER CRACKED IN RADIUS OUTBOARD SIDE ABOVE RADIUS BLOCK. STOP DRILLED END OF CRACK AND INSTALLED REPAIR DOUBLERS IAW SB 727-53-0175, FIG 3. TST: 57,207 HOURS. CYCLES: 35,211. (X)									
5312 CALA	15781 20636	BOEING 727232				BULKHEAD WEB	CRACKED BS 1183		3/23/98 CALA9800581
INSPECTION FOUND TWO 2 CRACKS IN STA 1183 BULKHEAD WEB ON FORWARD SIDE AT WL 188, RBL 32 AND RBL 35.5. THE CRACKS WERE STOP DRILLED, A REPAIR WAS INSTALLED IAW SRM 53-00 AND BOEING DRAWING 65C31446.									
5313 AALA	879AA 21391	BOEING 727223				STRINGER	CORRODED BS 1010-1016		2/20/98 AALA980392
TUL - HEAVY CORROSION IN STR 27L, STA 1010 - STA 1016. REPAIRED STRINGER PER SRM 53-10-3, FIG 1. TST: 54,868 HOURS. CYCLES: 33,161. (X)									

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5313 AALA	879AA 21391	BOEING 727223				STRINGER	CORRODED BS 950		3/4/98 AALA980453
TUL - CORROSION IN STR 28R. REMOVED SECTION AT STR 28R AND INSTALLED NEW SECTION PER ESO 11697 DATED 2-9-98. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5313 AALA	879AA 21391	BOEING 727223				STRINGER	CRACKED BS 743		2/10/98 AALA980295
TUL - STR 17R CRACKED AT FORWARD END FASTENER HOLE STA 743. STOP DRILLED CRACK. INSTALLED DOUBLER IAW AARD 51-40-00-1. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5313 AALA	879AA 21391	BOEING 727223				STRINGER	CORRODED BS 1010-1016		2/20/98 AALA980388
TUL - CORROSION IN STR 26L, STA 1010 TO STA 1016. CUT CORRODED SECTION OUT. INSTALLED STR REPAIR PER SRM 53-10-3. TST: 54,868.47 HOURS. CYCLES: 33,161. (X)									
5313 AALA	879AA 21391	BOEING 727223				STRINGER	CORRODED BS 580-585		2/10/98 AALA980294
TUL - STR 28L CORRODED STA 580 - STA 585. REMOVED CORE, INSTALLED STRINGER REPAIR IAW SRM 53-10-3. TST: 54,870.3 HOURS. CYCLES: 33,161. (X)									
5313 AALA	879AA 21391	BOEING 727223				STRINGER	CORRODED BS 950		2/20/98 AALA980389
TUL - CORROSION ON STR 29R STA 950E TO STA 950E +10 INCHES. REMOVED CORROSION, CUT OUT STRINGER, INSTALLED NEW STRINGER FROM 950D +10 INCHES TO STA 1010 PER AARD 53-10-03-1 PAGE 1. (X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CORRODED BS 950		2/10/98 AALA980298
TUL - CORROSION INSIDE OF STR 28R AT BS 950E +2 INCHES. REMOVED CORROSION PER SRM 51-10-6, REPAIRED STR PER ESO 11697 DATED 2-2-98. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5313 AALA	710AA 22467	BOEING 727223				STRINGER	CORRODED BS 724		2/26/98 AALA980408
TUL - STRINGER 27R HAS CORROSION INSIDE STA 724. REPAIRED STRINGER PER SRM 53-10-3 FIG 1. TST: 44,584 HOURS. CYCLES: 24,187. (X)									
5313 AALA	710AA 22467	BOEING 727223				STRINGER	CORRODED BS 735-740		2/26/98 AALA980410
TUL - STR 27R HAS CORROSION INSIDE AT STA 735 - STA 740. REPAIRED STRINGER PER SRM 53-10-3 FIG 1. TST: 44,584 HOURS. CYCLES: 24,187. (X)									
5313 AALA	712AA 22468	BOEING 727223				STRINGER	CORRODED BS 1140-1160		3/6/98 AALA980458
TUL - CORROSION ON STR 30 AT STA 1140 TO STA 1160. CUT OUT CORROSION AND INSTALLED REPAIR PER SRM 53-10-3, PAGE 3. TST: 45,340.49 HOURS. CYCLES: 24,417. (X)									
5315 AALA	879AA 21391	BOEING 727223				FLOORBEAM	CORRODED BS 380		2/20/98 AALA980390
TUL - CORROSION ON FLOOR BEAM STA 380 FROM RT INBD SEAT TRACK TO GALLEY DOOR THRESHOLD TOP AND BOTTOM. INSTALLED REPAIR PER AARD 53-10-07 AND TREATED AND PRIMED PER SRM 51-20-0. TST: 54,868 HOURS. CYCLES: 33,161. (X)									
5315 CALA	73751 21247	BOEING 727227				FLOORBEAM	CORRODED BS 1110		3/20/98 CALA9800575
INSPECTION FOUND TOP FLANGE OF FLOORBEAM CORRODED AT FS 1110, RBL 10 TO RBL 63. THE CORRODED AREA WAS CUT OUT AND A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8.									

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5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1090	3/23/98	CALA9800582
INSPECTION FOUND FLOORBEAM CORRODED AT FS 1090, RBL 24. THE CORRODED AREA WAS CUT OUT, TWO ANGLES WERE FABRICATED AND INSTALLED IAW SRM 53-10-8, FIGURE 8.									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 480	3/28/98	CALA9800600
INSPECTION FOUND FLOORBEAM CORRODED AT STA 480, RBL 48. THE CORRODED AREA WAS REMOVED, A FLOORBEAM REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8, FIGURE 1.									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1166	3/23/98	CALA9800583
INSPECTION FOUND FLOORBEAM CORRODED AT FS 1166 RBL 45. THE CORRODED SECTION OF FLOORBEAM WAS REMOVED, A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8 AND 51-30-2.									
5320 AALA	879AA 21391	BOEING 727223				ANGLE	CORRODED BS 740	3/5/98	AALA980454
TUL - CORROSION ON LOWER INSIDE ANGLE OF DELTA BEAM AT FORWARD LEFT CORNER. INSTALLED STAINLESS STEEL CAD PLATE STIFFENER AT FORWARD ROW OF DELTA BEAM WEB PER 51-40-4 PAGES 1-5. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5320 AALA	879AA 21391	BOEING 727223				WEB	CRACKED BS 1255	3/4/98	AALA980457
TUL - HORIZONTAL WEB CRACKED AT STA 1255 RBL 27 TO RBL 33. INSTALLED DOUBLER PER ESO 11697 DATED 2-19-98. TST: 54,870.3 HOURS. CYCLES: 33,161. (X)									
5320 FDEA	105FE 19194	BOEING 72722C				BEAM 65341444	CORRODED BS 765	3/26/98	98FDEA00220
NR 0170 007 - CORROSION ON LONGITUDINAL BEAM UNDER NUTPLATES AT BS 765, RBL 25, WL 208. REPAIRED LONGITUDINAL BEAM AT BS 765, RBL 25, WL 208 IAW FED-EX EA 7-5310-37471B.									
5320 FDEA	105FE 19194	BOEING 72722C				CHANNEL 651862014	CRACKED BS 555.05	3/26/98	98FDEA00219
NR 0449 006 - WHILE WORKING NR 0227 FOUND CHANNEL CRACKED AT BS 555.05, WL 187 AS MARKED NR 65-18620-14. REMOVED AND REPLACED CHANNEL (NR 1 TRANSVERSE BEAM) WL 187 IN FWD CARGO DOOR IAW FED-EX SRM 51-30-2.									
5320 CALA	15781 20636	BOEING 727232				SUPPORT	CORRODED BS 1070-1050	3/27/98	CALA9800598
INSPECTION FOUND CABIN FLOOR SUPPORT CORRODED AT FS 1070 TO 1050, LBL 12. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-40-4, 51-10-2, 51-30-5, AND MM 51-20-0.									
5320 CALA	15781 20636	BOEING 727232				SUPPORT	CORRODED BS 1130-1170	3/27/98	CALA9800597
INSPECTION FOUND AFT LAV LT SUB FLOOR SUPPORT CORRODED AT STA 1130 TO 1170, LBL 25 TO 60. THE CORROSION WAS REMOVED IAW SRM 51-10-6. A NEW FLOOR SUPPORT PANEL WAS FABRICATED AND INSTALLED.									
5320 DALA	492DA 21061	BOEING 727232				BEAR STRAP 65562312	CRACKED R1 DOORWAY	3/22/98	DL72S980656
FUSELAGE SKIN R1 DOOR SURROUND UPPER HINGE CUTOUT, REPAIR FOR CRACK IN DOOR SURROUND BEAR STRAP. THE INTERNAL R1 DOOR SURROUND REINFORCING DOUBLER (BEAR STRAP) WAS FOUND CRACKED AT THE UPPER HINGE CUTOUT. THE SKIN WAS TRIMMED AWAY TO ACCESS THE CRACK. THE CRACK IN THE BEAR STRAP WAS TRIMMED OUT AND THE SKIN AND BEAR STRAP, REPAIRED WITH A DOUBLER AND TRIPLER PER BAC S/B 727-53-0136 AND ER/A 364328-14.									

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5320 DALA	402DA 21146	BOEING 727232				BLKHD STIFFENER 6516350	CRACKED BS 1183		3/25/98 DL72S980660
CRACKS WERE FOUND IN THE LBL AND RBL 36.83 VERT STIFFENER ON THE FWD SIDE OF THE FS 1183 BLKHD. THE CRACKS WERE LOCATED AT APPROX WL 238 AND WERE NO MORE THAN 2 IN LENGTH. REPAIRED PER ERA 331543-14.									
5320 IPXA	924UP 19234	BOEING 72731C				FITTING 65159681	CRACKED BS 740		3/13/98 UPS98226208
INSPECTION TYPE-C, BS 740 LT FUSELAGE FITTING HAS SEVERAL CRACKS ON OUTBD FLANGE BETWEEN S18L AND 23L. FITTING REPLACED IAW UPS ENGINEERING ORDER B727-5310-7477 AND SRS EO 98-08-002, REF UPS EO B727-5310-10332-A.									
5320 IPXA	924UP 19234	BOEING 72731C				FITTING 65159682	CRACKED BS 740		3/13/98 UPS98226207
INSPECTION TYPE-C, BS 740 RT FUSELAGE FITTING HAS SEVERAL CRACKS ON OUTBD FLANGE BETWEEN S18R AND 23R. FITTING REPLACED IAW UPS ENGINEERING ORDER B727-5310-7477 AND SRS ENGINEERING ORDER 98-08-003, REF UPS EO B727-5310-10331-A.									
5330 AALA	6835 20188	BOEING 727223				SKIN	CRACKED BS 430		3/9/98 AALA980467
TUL - SMALL CRACK IN SKIN STA 430 BETWEEN STR 20R AND STR 19R. REPAIRED PER SRM 53-30-3 FIG 13. REPAIRED INSIDE DOUBLER PER SRM 51-20-01-5. TST: 77,619 HOURS. CYCLES: 53,030. (X)									
5330 AALA	879AA 21391	BOEING 727223				SKIN	GOUGED BS 600		2/20/98 AALA980387
TUL - SEVERAL DEEP GOUGES ON FUSELAGE SKIN. REMOVED SHEAR TIE, STA 600 BETWEEN STR 26 AND STR 27L. INSTALLED EXTERNAL DOUBLER IAW SRM 53-30-3. TST: 54,868 HOURS. CYCLES: 33,161. (X)									
5330 AALA	879AA 21391	BOEING 727223				SKIN	CRACKED BS 680		3/5/98 AALA980456
TUL - LEVELING COMPOUND CRACKED AND BULGED STA 680 AFT SIDE TOP SIDE OF STR 27R. REMOVED LEVELING COMPOUND, FOUND CORROSION OUT OF LIMITS, INSTALLED DOUBLER IAW SRM 53-30-3. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5330 AALA	879AA 21391	BOEING 727223				SKIN	DAMAGED BS 1010-1020		2/20/98 AALA980385
TUL - CUT OUT SKIN UNDER STR 29R AT STA 1010 TO STA 1020 FOR STRINGER REMOVAL. FABRICATED AND INSTALLED DOUBLER STA 1010 AT STR 29R PER SRM 53-30-3. TST: 54,868.47 HOURS. CYCLES: 33,161. (X)									
5330 AALA	879AA 21391	BOEING 727223				SKIN	CORRODED BS 584		2/10/98 AALA980296
TUL - SKIN CORRODED UNDER STR 28L. REMOVED CORROSION, INSTALLED DOUBLER REPAIR IAW SRM 53-30-10. TST: 54,870.3 HOURS. CYCLES: 33,161. (X)									
5330 AALA	879AA 21391	BOEING 727223				SKIN	CORRODED BS 745		3/5/98 AALA980455
TUL - CORROSION ON LOWER SKIN OF DELTA BEAM FROM STA 745 TO STA 770 AND STA 780 TO STA 791. REPLACED DELTA BEAM FROM STA 740 - STA 785 PER SRM 51-40-02. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5330 AALA	887AA 21526	BOEING 727223				SKIN	CORRODED BS 480		2/20/98 AALA980386
TUL - CORROSION UNDER STR 28R AFT OF STA 480. SKIN BULGED, RIVETS POPPED. INSTALLED SKIN DOUBLER AT STRINGER SPLICE PER SRM 53-10-3 PAGE 3, 53-30-3, FIG 3, PAGE 14A. TST: 51,688 HOURS. CYCLES: 31,372. (X)									

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5330 AALA	710AA 22467	BOEING 727223				SKIN	DENTED BS 405		2/26/98 AALA980411
TUL - STA 405 ABOVE STR 24L - DENT WITH 2 DEEP GOUGES. GOUGES HAVE BEEN WORKED, BUT HAVE IMPROPER BLEND RATIO. REMOVED DAMAGED AREA, INSTALLED DOUBLER PER SRM 53-30-3, PAGES 12-14A. TST: 44,584 HOURS. CYCLES: 24,187. (X)									
5330 AALA	712AA 22468	BOEING 727223				SKIN	CORRODED BS 720		3/6/98 AALA980451
TUL - CORROSION ON SKIN AFT OF STA 720C OUTBOARD OF STR 27L, AREA 4 INCHES BY 2.50 INCHES. AREA PREVIOUSLY REWORKED. CUT OUT CORROSION ON SHIM AND INSTALLED DOUBLER PER SRM 53-30-3 FIG 3. TST: 45,340.49 HOURS. CYCLES: 24,417. (X)									
5347 CALA	73751 21247	BOEING 727227				SEAT TRACK	CORRODED BS 400-440		3/20/98 CALA9800574
INSPECTION FOUND TOP AND BOTTOM OF RT OUTBOARD SEAT TRACK CORRODED AT FS 400 TO 440. THE SEAT TRACK WAS REMOVED AND REPLACED IAW SRM 51-30-2, 53-10-5 AND 51-10-2.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 440-480		3/27/98 CALA9800599
INSPECTION FOUND SEAT TRACK CORRODED AT STA 440 TO 480, RBL 24. A NEW SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 51-10-5, 53-10-5, 51-30-5, 51-30-8, 51-10-2, 51-30-2 AND MM 51-20-11.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 1090		3/20/98 CALA9800580
INSPECTION FOUND SEAT TRACK CORRODED AT STA 1090, LBL 55 AND AT STA 970 TO 1130, RBL 24. THE SEAT TRACKS WERE REMOVED AND REPLACED IAW SRM 53-10-2, 51-10-2, AND 51-20-11.									
5347 IPXA	207UP 21699	BOEING 727247				TRACK	CORRODED BS 740-755		3/25/98 UPS98226181
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-02) ON EXPANSION LINK LBL 45 BS 740 TO 755 WL 207 TO 208. REMOVED CORROSION ON EXPANSION LINK FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. REMOVED AND REPLACED EXPANSION LINK/TRACK PER SRM 51-30-4.									
5347 IPXA	207UP 21699	BOEING 727247				SEAT TRACK	CORRODED BS 990-1005		3/25/98 UPS98226179
INSPECTION TYPE-SI, THE SEAT TRACK AT RBL 55 HAS CORROSION AROUND NUT PLATE HOLES BETWEEN BS 990 TO 1005 WL 208. REMOVED AND REPLACED SEAT TRACK SECTION BS 990 TO 1010 IAW SRM 51-30-2 53-10-01, 51-10-02.									
5400 IPXA	924UP 19234	BOEING 72731C				WEB	CRACKED BS 1381		3/30/98 UPS98226205
INSPECTION TYPE-C, CRACK ON WEB ABOVE NUMBER 2 ENGINE HORIZONTAL FIREWALL LT SIDE AT BS 1381. NEW WEB FABRICATED AND INSTALLED IAW DRAWING 65-17555.									
5400 IPXA	924UP 19234	BOEING 72731C				WEB	CRACKED BS 1381		3/30/98 UPS98226206
INSPECTION TYPE-C, CRACK ON WEB ABOVE NR 2 ENGINE HORIZONTAL FIREWALL RT SIDE AT BS 1381. NEW WEB FABRICATED AND INSTALLED IAW DRAWING 65-17555.									
5510 AALA	863AA 21090	BOEING 727223				HINGE	CORRODED HORIZONTAL STAB		3/3/98 AALA980428
TUL - CORROSION ON TOP OF HORIZONTAL STABILIZER T/E INBOARD OF NR 6 HINGE (ELEV) RIGHT. REPAIRED CORRODED AREA PER ESO 11697. TREATED, PRIMED, AND PAINTED. TST: 57,207 HOURS. CYCLES: 35,211. (X)									

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5510 AALA	863AA 21090	BOEING 727223				HINGE	CORRODED HORIZONTAL STAB	3/3/98	AALA980427
TUL - CORROSION ON TOP OF T/E, OUTBOARD OF NR 6 ELEVATOR HINGE, HORIZONTAL STABILIZER, T/E CHORD RIGHT. REPAIRED CORRODED AREA PER ESO 11697, TREATED, PRIMED, AND PAINTED. TST: 57,207 HOURS. CYCLES: 35,211. (X)									
5510 AALA	887AA 21526	BOEING 727223				TIE CAP	CORRODED HORIZ STABILIZER	2/10/98	AALA980299
TUL - CORROSION RT HORIZONTAL STABILIZER UPPER T/E HINGE CAP. THREE LOCATIONS ABOVE NR'S 4, 5, AND 7, ELEVATOR HINGE POINTS. REMOVED CORROSION AND REPAIRED PER ESO 11697 DATED 2-5-98. ALL THREE LOCATIONS. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5510 AALA	710AA 22467	BOEING 727223				BEAM	CORRODED LT HORIZ STAB	2/26/98	AALA980409
TUL - LEFT HORIZONTAL STABILIZER TRAILING EDGE BEAM HAS CORROSION ON UPPER SURFACE ABOVE NR 1 AND NR 4 ELEVATOR HINGE BEARINGS. REMOVED CORROSION AND INSTALLED DOUBLERS PER SRM 55-10-6 FIG 1 AND ESO 11697 DATED 2-19-98. TST: 44,584 HOURS. CYCLES: 24,187. (X)									
5511 AALA	863AA 21090	BOEING 727223				SPAR	CORRODED HORIZ STABILIZER	3/3/98	AALA980430
TUL - AFT SPAR OF LEFT HORIZONTAL STABILIZER CORRODED AT NR 1 HINGE, TOP SIDE. INSTALLED DOUBLER REPAIR PER ESO 11697 DATED 2-25-98. TST: 57,207 HOURS. CYCLES: 35,211. (X)									
5521 DALA	541DA 22387	BOEING 727232				SPAR	CRACKED RT ELEV REAR	3/24/98	DL72S980657
HORIZ STABILIZER RT ELEVATOR REAR SPAR, REPAIR FOR TYPICAL CRACKS. THE RT ELEVATOR REAR SPAR WAS FOUND WITH TWO TYPICAL CRACKS .25 OR SMALLER EXTENDING FROM UNDERNEATH THE 2ND HINGE FITTING FROM THE OUTBD END OF THE SPAR. THE CRACKS WERE STOP DRILLED PER BAC S/B 727-55-0089 AND SET-UP FOR REPEAT INSPECTION AND PERMANENT MODIFICATION PER ER/A 364338-14AD.									
5530 DALA	402DA 21146	BOEING 727232				SKIN	CRACKED VERT STAB	3/18/98	DL72S980662
SKIN CRACKED, PREVIOUSLY STOP DRILLED CRACK AT BASE OF VERTICAL STAB FRONT SPAR, RT SIDE. REMOVED FASTENERS. CUT OUT DAMAGED SECTION OF SKIN. E/C INSP OK. FABRICATED FILLER AND BEGAN FABRICATION OF DOUBLER PER SRM 55-30-3. OK TO INSTALL DOUBLER. STARTED INSTALLING DOUBLER PER SRM 55-30-3. COMPLETED INSTALLATION OF DOUBLER PER SRM 55-30-3.									
5711 AALA	887AA 21526	BOEING 727223				SPAR CHORD	CORRODED WS 512-515	2/20/98	AALA980391
TUL - HEAVY CORROSION ON LOWER SPAR CHORD UNDER NR 6 SLAT AT FSS 512 - FSS 515, RT WING. INSTALLED DOUBLER REPAIR PER B727 AARD/DC 57-30-00-2. ALODINED AND PRIMED AREA PER 51-10-2 AND 51-20-14 (SRM). SEALED REPAIR PER 51-30-0 FIG 4MM. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5720 AALA	887AA 21526	BOEING 727223				SUPPORT	CRACKED WS 112	2/10/98	AALA980297
TUL - CRACK IN VERTICAL STIFFENER ATTACH ANGLE AT FORWARD SPAR, STA 112 LEFT, OTBD OF FORWARD BOTTLE PIN. REPAIRED VERTICAL STIFFENER PER SRM 51-40-3, PAGE 2. TST: 51,688.24 HOURS. CYCLES: 31,372. (X)									
5730 IPXA	924UP 19234	BOEING 72731C				SKIN	CRACKED WS 198	3/20/98	UPS98226215
INSPECTION TYPE-C, RIGHT HAND LE INNER SKIN CRACKED AT WS 198. INNER SKIN CUT OUT AND REPAIR CARRIED OUT IAW SRM 57-30-4.									
5753 DALA	522DA 21582	BOEING 727232				ANGLE 652163261	CRACKED NR 3 TE MIDFLAP	3/4/98	DL72S980667
DURING SHOP INSPECTION, THE FLAP REAR CHORD ANGLE WAS FOUND CRACKED 32 AND 37 FROM THE IB END. THE ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0, FIG 802.									

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5753 DALA	522DA 21582	BOEING 727232				ANGLE 652163261	REPAIRED NR 3 TE MIDFLAP		3/4/98 DL72S980666
DURING SHOP INSPECTION, THE FLAP WAS FOUND WITH A CRACKED REAR CHORD ANGLE. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0 BY INSTALLING A DOUBLER.									
5754 CALA	73751 21247	BOEING 727227				SKIN	DEBONDING NR 6 LE FLAP		3/20/98 CALA9800576
INSPECTION FOUND RT WING NR 6 KRUEGER FLAP DEBONDING. A REPAIR WAS ACCOMPLISHED IAW ECRA 5720-01064.									
5754 IPXA	924UP 19234	BOEING 72731C				RIB	CRACKED NR 4 LE SLAT		3/20/98 UPS98226212
INSPECTION TYPE-C, NR 4 LE SLAT CRACK ON RIB (THIRD FROM OUTBD). DAMAGED AREA BLENDOUT IAW SRM 51-40-01.									
5754 IPXA	924UP 19234	BOEING 72731C				RIB	CRACKED NR 4 LE SLAT		3/20/98 UPS98226214
INSPECTION TYPE-C, NR 4 LE SLAT CRACK ON RIB (THIRD FROM OUTBOARD). REPAIR CARRIED OUT IAW SRM 51-40-3 FIGURE 1.									
2421 DALA	239WA 23187	BOEING 737247				GENERATOR	TRIPPED NR 1 ENGINE		3/24/98 DL73E980648
ON CLIMB-OUT OF 23,000 FEET, CTR FUEL PUMPS WERE TURNED ON AND WE LOST THE NR 1 GEN IN ABOUT 2-3 SECONDS, THE NR 1 BUS OFF AND GEN OFF BUS LIGHTS ILLUM FOLLOWING POM PROCEDURES WE WERE UNABLE TO POWER NR 1 BUS BY LT GEN OR APU. GEN NR 1 VOLTS AND FREQS PEGGED TO THE LOW SIDE. CHECKED NR 1 CSD OIL SVC CHECKED GOOD, HAD MT AND LV FAULTS CLEARED FAULTS APU POWERED BOTH LT/RT BUSES NML. RESET NR 1 GEN, RAN BOTH ENG GEN SYS XFERS POWER SEVERAL TIMES, CKS NML LT GEN AND BUS OPN CKS NML.									
2560 ASAA	773AS 25106	BOEING 7374Q8				SLIDE BOTTLE 6176810D18306101	LOW PRESSURE CABIN		2/19/98 ASAA9840037
SEA - DURING CREW TRAINING, THE AFT EVACUATION SLIDE FAILED TO FULLY DEPLOY, BOTTLE PRESSURE OBSERVED TO BE VERY LOW. BOTTLE PRESSURE BEFORE DEPLOYMENT READ OPERATIONAL. REMOVED AND REPLACED EVAC SLIDE BOTTLE AND REGULATOR. BOTTLE AND REGULATOR SENT TO AIR CRUISERS FOR EVALUATION AND REPAIR AS NECESSARY. (M)									
2565 F3LA	EICHH 23177	BOEING 737317				SLIDE D31591478	DEPLOYED PAX DOOR		3/8/98 F3LA98007
DEN - UPON ARRIVAL FLIGHT CREW REPORTED R-1 SLIDE DEPLOYED WHEN FORWARD SERVICE DOOR WAS OPENED. MAINTENANCE REPLACED SLIDE ASSEMBLY. (M)									
2565 SWAA	307SW 22947	BOEING 7373H4				SLIDE D31354433	OUT OF DATE CABIN		3/20/98 SWAA980368
DURING SCHEDULED C2 CHECK, FOUND L-2 EMERGENCY EVACUATION SLIDE OUT OF DATE. REMOVED AND REPLACED PER BOEING MM.									
2910 F3LA	205AU 19421	BOEING 737201				LINE 65445101470	FAILED 'A' HYD SYSTEM		3/8/98 F3LA98006
SFO - ON INBOUND FLIGHT TO SFO, FLIGHT CREW REPORTED LOSS OF 'A' SYSTEM HYDRAULIC PRESSURE AND FLUID. USED ALTERNATE FLAP SYSTEM AND AIRCRAFT LANDED WITHOUT INCIDENT. REPLACED NR 1 ENGINE 'A' SYSTEM HYDRAULIC PRESSURE LINE IN AFT FLAP WELL, BOTH 'A' SYSTEM HYDRAULIC PUMPS (NR 1 P/N 65075-01, S/N 184104AK, NR 2 P/N 65075-06, S/N 183975), NR 1 AND NR 2 ENGINE PUMP CASE DRAIN FILTERS. 'A' SYSTEM HYDRAULIC RETURN FILTER. PERFORMED LEAK AND OPERATIONAL CHECK AND SYSTEM CHECKED OK. (M)									
2910 SWAA	699SW 23826	BOEING 7373Y0				HYD LINE 171K1454ER0204	RUPTURE NLG		3/20/98 SWAA980370
RETURN TO LAS DUE TO NOSE LANDING GEAR FAILING TO RETRACT AND MADE UNEVENTFUL LANDING. INSPECTED AND FOUND NOSE GEAR ACTUATOR UPLOCK HYD LINE RUPTURE. REMOVED AND REPLACED PER BOEING MM.									

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3246	315AW	BOEING				WHEEL	MISSING		3/14/98
AWXA	23734	7373S3					MLG		AWXA9800081
*****	DURING ROUTINE MAINTENANCE CHECK ON POST FLIGHT WALKAROUND, FOUND NR 1 MAIN TIRE AND WHEEL ASSEMBLY MISSING. LANDING NORMAL, NO VIBRATION, ANTI-SKID NORMAL. REMOVED AND REPLACED LEFT MLG INNER CYLINDER PER OHM 32-11-11.								
3246		BOEING			BENDIX	BOLT	FAILED		12/18/97
A3L3		7373T0			26066712	2602540	WHEEL		A3L397124
*****	INSPECTION FOUND BROKEN BOLT. PREVENTIVE ACTION PENDING COMPLETION OF THE INVESTIGATION. (X)								
3246		BOEING			BENDIX	BOLT	FAILED		12/16/97
A3L3		7373T0			26066712	2602540	WHEEL		AL397122
*****	INSPECTION FOUND BROKEN BOLT. PREVENTIVE PENDING COMPLETION OF THE INVESTIGATION. (X)								
3246		BOEING			BENDIX	BOLT	FAILED		12/1/97
A3LD		737524			2609801	2602540	WHEEL ASSY		A3LD97112
*****	INSPECTION FOUND TIE BOLT FAILURE. UNDER INVESTIGATION AND PENDING COMPLETION OF THE INVESTIGATION. (X)								
3260	14324	BOEING				SWITCH	INOPERATIVE		3/26/98
CALA	23375	7373T0					GEAR LEVER		CALA9800584
	WHEN GEAR WAS EXTENDED FOR LANDING AT CLE, THE NLG UNSAFE LIGHT REMAINED ILLUMINATED. THE GEAR WAS CYCLED TWICE AND ALL INDICATIONS WERE NORMAL. MAINTENANCE FOUND THE GEAR LEVER SWITCH AT FAULT. THE SWITCH WAS REPLACED AND GEAR OPERATION AND INDICATIONS WERE GOOD.								
3350	262AU	BOEING				BATTERY PACK	DISCHARGED		3/2/98
USAA	22868	737201				6104789	CABIN		USAA980057
	ROC - MAINTENANCE FOUND THE EMERGENCY LIGHTS INOP AT THE FORWARD ENTRY DOOR AND FORWARD SERVICE DOOR. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK AND POWER SUPPLY IN THE FORWARD CABIN. OPS CHECK GOOD. (M)								
3350	262AU	BOEING				POWER SUPPLY	INOPERATIVE		3/2/98
USAA	22868	737201				6013211	CABIN		98ZZZM339
	ROC - MAINTENANCE FOUND THE EMERGENCY LIGHTS INOP AT THE FORWARD ENTRY DOOR AND FORWARD SERVICE DOOR. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK AND POWER SUPPLY IN THE FORWARD CABIN. OPS CHECK GOOD. (M)								
3350	743AS	BOEING				RECEIVER	INOPERATIVE		2/25/98
ASAA	21821	737210C				883200312	CABIN		ASAA9810018
	SEA - DURING MAINTENANCE CHECK, THE FIRST PALLET EMERGENCY EXIT LIGHT RECEIVER WAS FOUND TO BE INOPERATIVE. REPLACED RECEIVER AND LIGHTS OPERATED NORMALLY. (M)								
3350	744AS	BOEING				BATTERY	DISCHARGED		2/22/98
ASAA	21822	737210C				86210151	CABIN		ASAA9810017
	SEA - DURING MAINTENANCE CHECK, THE FORWARD SEAT PALLET EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY AND LIGHTS OPERATED NORMALLY. (M)								
3350	744AS	BOEING				LIGHT	MISSING		3/6/98
ASAA	21822	737210C					CABIN		ASAA9810020
	ANC - DURING MAINTENANCE CHECK, ONE RED EMERGENCY FLOOR TRACK LIGHT WAS FOUND TO BE MISSING AT NR 6 PALLET. REPLACED LIGHT ASSEMBLY, LAMP, AND LENS. OPS CHECK NORMAL. (M)								
3350	744AS	BOEING				BATTERY PACK	DISCHARGED		3/3/98
ASAA	21822	737210C					CABIN		ASAA9810019
	SEA - DURING RECON, THE EMERGENCY EXIT TRACK LIGHTS WERE FOUND TO INOPERATVIE AT ROW 14. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)								

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3350 BJNA	457TM 20156	BOEING 737214				BATTERY PACK P4010020	DISCHARGED CABIN		2/23/98 BJNA980202
L2 DOOR EMERGENCY SLIDE BATTERY WEAK. REMOVE AND REPLACE BATTERY PACK PER BMM 33-51-71, GROUND CHECKS NORMAL. (M)									
3350 DALA	305DL 23077	BOEING 737232				SIGN BR9279108	INOPERATIVE CABIN		3/24/98 DL73K980650
2L EMERGENCY DOOR LIGHT INOP. REPLACED ASSEMBLY.									
3350 ASAA	745AS 20794	BOEING 737298C			GRIMES	BATTERY PACK 6013211	DISCHARGED CABIN		2/3/98 ASAA9810012
ANC - DURING MAINTENANCE CHECK, THE INTERIOR OVERWING EMERGENCY EXIT LIGHTS WERE FLASHING WHEN ACTIVATED. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)									
3350 USAA	282AU 23115	BOEING 7372B7				LIGHT 1000679	FAILED CABIN		3/9/98 USAASB98055
CLT - MAINTENANCE FOUND THE EMERGENCY LIGHT OVER THE FORWARD SERVICE DOOR INOP. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT ASSEMBLY. OPS CHECK GOOD. (M)									
3350 USAA	529AU 24411	BOEING 7372B7				WIRE	BROKEN CABIN		2/26/98 USAASB98049
PIT - MAINTENANCE FOUND THE LOW LEVEL EMERGENCY LIGHTS AT SEAT ROWS 6 THROUGH 9 INOP. MAINTENANCE REPAIRED A BROKEN WIRE NEAR SEAT ROW 9. OPERATIONAL CHECK GOOD. (M)									
3350 AWXA	141AW 21955	BOEING 7372M8				POWER SUPPLY 864705	INOPERATIVE CABIN		3/14/98 AWXA9800078
EMERG EXIT LIGHT CENTER AISLE OVERWING WON'T LIGHT WITH OTHER EXIT LIGHTS. REMOVED AND REPLACED BATTERY PWR SUPPLY UNIT, OPS CKD NORMAL. STC NR SA3432NM.									
3350 ASAA	741AS 21959	BOEING 7372Q8C				BATTERY 86210151	DISCHARGED CABIN		2/20/98 ASAA9810016
ANC - FLT 30 - PRIOR TO FLT, THE EMERGENCY EXIT TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT PALLET POSITION 9. REPLACED BATTERY AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY PACK 8821004	DISCHARGED CABIN		2/13/98 98ZZZM351
SEA - DURING RECON, THE AFT SEAT PALLET EMERGENCY EXIT LIGHTS AND AFT THREE BATTERY PACKS WERE FOUND TO BE INOPERATIVE. REPLACED AFT SEAT PALLET RECEIVER AND AFT THREE BATTERY PACKS AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				RECEIVER 883200312	INOPERATIVE CABIN		2/13/98 ASAA9810014
SEA - DURING RECON, THE AFT SEAT PALLET EMERGENCY EXIT LIGHTS AND AFT THREE BATTERY PACKS WERE FOUND TO BE INOPERATIVE. REPLACED AFT SEAT PALLET RECEIVER AND AFT THREE BATTERY PACKS AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				LIGHT 8731002142	INOPERATIVE CABIN		2/13/98 98ZZZM352
SEA - DURING RECON, THE LEFT OVERWING EXIT IDENTIFIER, AFT ENTRY EXIT IDENTIFIER, AND THE SMOKE BARRIER EXIT LIGHT WERE FOUND TO BE INOPERATIVE. REPLACED THE LEFT OVERWING EXIT IDENTIFIER BATTERY PACK, THE AFT ENTRY EXIT IDENTIFIER BATTERY PACK, AND THE SMOKE BARRIER EXIT LIGHT ASSEMBLY AND ALL LIGHTS OPERATED NORMALLY. (M)									

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3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY PACK 6013211	DISCHARGED CABIN		2/13/98 ASAA9810015
SEA - DURING RECON, THE LEFT OVERWING EXIT IDENTIFIER, AFT ENTRY EXIT IDENTIFIER, AND THE SMOKE BARRIER EXIT LIGHT WERE FOUND TO BE INOPERATIVE. REPLACED THE LEFT OVERWING EXIT IDENTIFIER BATTERY PACK, THE AFT ENTRY EXIT IDENTIFIER BATTERY PACK, AND THE SMOKE BARRIER EXIT LIGHT ASSEMBLY AND ALL LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				LIGHTS 8731002142	INOPERATIVE R1 DOORS		2/11/98 ASAA9810013
SEA - DURING MAINTENANCE CHECK, THE R1 AND R2 DOOR EMERGENCY IDENTIFIERS WERE FOUND TO BE INOPERATIVE. REPLACED R1 DOOR LIGHT ASSEMBLY AND THE BATTERY PACK AND THE LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY PACK 014997101	DISCHARGED R2 DOORS		2/11/98 98ZZZM358
SEA - DURING MAINTENANCE CHECK, THE R1 AND R2 DOOR EMERGENCY IDENTIFIERS WERE FOUND TO BE INOPERATIVE. REPLACED R1 DOOR LIGHT ASSEMBLY AND THE BATTERY PACK AND THE LIGHTS OPERATED NORMALLY. (M)									
3350 USAA	590US 23935	BOEING 737301				LIGHT 3114981	INOPERATIVE CABIN		2/24/98 USAASB98056
ORD - WHILE PERFORMING OPERATIONAL CHECK OF EMERGENCY LIGHT SYSTEM, MAINTENANCE FOUND THE FORWARD RIGHT EMERGENCY EVACUATION SLIDE LIGHT INOP. LIGHT ASSEMBLY WAS BADLY CORRODED. MAINTENANCE REMOVED AND REPLACED THE LIGHT ASSEMBLY. OPS CHECK GOOD. (M)									
3350 USAA	373US 22952	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		3/8/98 USAASB98054
ALB - MAINTENANCE FOUND THE LIGHTS FOR THE EMERGENCY EXIT SIGNS AT THE COCKPIT ENTRANCE AND OVER THE FORWARD ENTRY DOOR INOP AND THE BULLNOSE EVACUATION LIGHT AT ROWS 3 RIGHT SIDE INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE FORWARD ENTRYWAY CEILING LEFT SIDE. OPERATIONAL CHECK GOOD. (M)									
3350 SWAA	389SW 26592	BOEING 7373H4				CHARGER 20121	INOPERATIVE CABIN		3/21/98 SWAA980363
DURING SCHEDULED C3 CHECK, FOUND EMERGENCY LIGHT ABOVE L2 DOOR INOP. REMOVED AND REPLACED PER BOEING MM.									
3350 ASAA	767AS 27081	BOEING 737490				WIRING	DISCONNECTED CABIN		2/18/98 ASAA9840032
SEA - FLT 517 - PRIOR TO FLT, THE FORWARD TWO RED EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	767AS 27081	BOEING 737490				WIRING	DISCONNECTED CABIN		2/10/98 ASAA9840029
PDX - DURING MAINTENANCE CHECK, THE AFT TWO EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 USAA	428US 24550	BOEING 7374B7				BATTERY PACK AD20131A	DISCHARGED CABIN		3/3/98 USAASB98058
ALB - MAINTENANCE FOUND THE BULLNOSE EVACUATION LIGHTS AT ROW 12 RIGHT SIDE INOP, THE SIDEWALL EXIT SIGN AT SEAT 12F INOP, THE EVACUATION LIGHTS FROM ROW 12 TO 20 INOP AND THE SEAT MOUNTED EXIT SIGN AT SEAT 12 INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE CEILING AT ROW 20 LEFT SIDE. OPS CHECK GOOD. (M)									
3350 USAA	438US 24560	BOEING 7374B7				BATTERY PACK AD20131A	DISCHARGED CABIN		2/26/98 USAASB98050
LGA - MAINTENANCE FOUND THE MAIN ENTRY DOOR LOW LEVEL EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK AND CHARGER ASSEMBLY. OPS CHECK GOOD. (M)									

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3350 USAA	438US 24560	BOEING 7374B7				CHARGER 20121	FAILED CABIN		2/26/98 98ZZZM335
LGA - MAINTENANCE FOUND THE MAIN ENTRY DOOR LOW LEVEL EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK AND CHARGER ASSEMBLY. OPS CHECK GOOD. (M)									
3350 USAA	442US 24841	BOEING 7374B7				BATTERY PACK AD20131A	DISCHARGED CABIN		3/4/98 USAASB98052
ALB - MAINTENANCE FOUND THE MAIN ENTRY DOOR EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE FORWARD BATTERY PACK. OPS CHECK GOOD. (M)									
3350 ASAA	762AS 25099	BOEING 7374Q8				LIGHT 8100022607	INOPERATIVE CABIN		2/27/98 ASAA9840042
SEA - DURING MAINTENANCE CHECK, THE FWD AND AFT EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED LIGHT ASSEMBLIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	765AS 25102	BOEING 7374Q8				LIGHT 3114981	CORRODED CABIN		2/5/98 ASAA9840026
SEA - DURING MAINTENANCE CHECK, THE R-1 DOOR EXTERIOR EMERGENCY EXIT LIGHT WAS FOUND TO BE INOPERATIVE. REPLACED R1 EMERGENCY LIGHT REFLECTOR ASSY AND LIGHT OPERATED NORMALLY. (M)									
3350 ASAA	765AS 25102	BOEING 7374Q8				LIGHT 8100022607	INOPERATIVE CABIN		2/2/98 ASAA9840019
ANC - DURING MAINTENANCE CHECK, THE AFT 3 EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED 3 LIGHT ASSEMBLIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	765AS 25102	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		2/5/98 ASAA9840027
SEA - DURING MAINTENANCE CHECK, THE AFT TWO RED EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	765AS 25102	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		2/22/98 ASAA9840039
PDX - DURING MAINTENANCE CHECK, THE AFT FOUR EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	765AS 25102	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		3/8/98 ASAA9840046
SEA - DURING MAINTENANCE CHECK, THE AFT THREE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	772AS 25105	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		2/22/98 ASAA9840040
PDX - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT ROWS 22-25. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	774AS 25107	BOEING 7374Q8				SWITCH 15AT41	LOOSE COCKPIT		2/28/98 ASAA9840043
JNU - DURING MAINTENANCE CHECK, THE FLIGHT STATION EMERGENCY EXIT LIGHT SWITCH WOULD NOT REMAIN IN THE ON POSITION. FOUND THAT AN UNUSED TERMINAL SCREW ON THE SWITCH WAS LOOSE WHICH WAS CAUSING INTERFERENCE WITH SWITCH TRAVEL. REMOVED SCREW AND INSPECTED SWITCH FOR DAMAGE AND OTHER TERMINALS FOR SECURITY. NO DEFECTS NOTED. SWITCH OPERATED NORMALLY. (M)									

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3350 ASAA	780AS 25112	BOEING 7374Q8				BATTERY 20131A	DISCHARGED CABIN		2/16/98 ASAA9840031
JNU - DURING MAINTENANCE CHECK, ONE SECTION OF THE EMERGENCY EXIT FLOOR TRACK LIGHTS AISLE LOCATION L2 AND R2 DOOR EXIT WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		2/20/98 ASAA9840038
SEA - DURING MAINTENANCE CHECK, THE AFT TWO RED EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		2/15/98 ASAA9840030
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROWS 15 AND 16 WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		3/6/98 ASAA9840045
PDX - DURING MAINTENANCE CHECK, THE AFT TWO EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
5230 USAA	418US 23985	BOEING 737401				SEAL 10608214	FAILED CARGO DOOR		3/3/98 USAA9840051
CLT - FLT 2310 - CLIMBING THROUGH 8,000 FEET, THE FIRST OFFICER NOTICED THE CAIBN WAS CLIMBING. CREW WENT THROUGH PROCEDURES WITH NO HELP. AT 11,000 FEET, THE CREW DECIDED TO RETURN TO FIELD AT CLT BECAUSE OF THE INABILITY TO PRESSURIZE. FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. AFTER LANDING, THE CAPTAIN PERFORMED A WALK-AROUND INSPECTION OF THE AIRCRAFT AND FOUND THE AFT CARGO DOOR SEAL HANGING OUTSIDE THE AIRCRAFT. MAINTENANCE FOUND THE THE AFT CARGO DOOR SEAL SEPARATED FROM THE TRACK. REINSTALLED DOOR SEAL IN TRACK. OK FOR CONTINUED SERVICE. (M)									
5230 ASAA	763AS 25100	BOEING 7374Q8				SKIN 6546921225	DENTED CARGO DOOR		2/19/98 ASAA9840033
SEA - DURING C-CHECK, A SERIES OF DENTS AND SCRATCHES WERE FOUND IN THE SKIN OF THE FORWARD CARGO DOOR IN THE VICINITY OF THE DOOR HANDLE. REPAIRED PER EA 5230-01079. (M)									
5240 SWAA	691SW 26577	BOEING 7373H4				SKIN	GOUGED NOSE COMP DOOR		3/21/98 SWAA980366
DURING SCHEDULED 1/2 D-CHECK, FOUND NOSE COMP DOOR HAS 2.5 INCH GOUGE ON INSIDE SKIN. REPAIRED PER BOEING SRM.									
5311 SWAA	366SW 26577	BOEING 7373H4				FRAME	CRACKED BS 294.5		3/20/98 SWAA980342
DURING SCHEDULED 1/2 D-CHECK, FOUND FRAME CRACKED AT RADIUS AND FASTENER HOLE FWD LOWER CORNER OF RT DOORWAY AT BS 294.5, RBL 55. REPAIRED PER BOEING SRM.									
5311 SWAA	366SW 26577	BOEING 7373H4				FRAME	CORRODED BS 500		3/20/98 SWAA980339
DURING SCHEDULED 1/2 D-CHECK, FOUND FRAME AT BS 500 CORRODED. REPAIRED PER BOEING SRM.									
5312 SWAA	691SW 23781	BOEING 7373G7				BULKHEAD	CRACKED BS 178		3/21/98 SWAA980353
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD CRACKED AT LBL 6.0, WL 198 TO 199, RBL 0, WL 188 AND RBL 1.0, WL 187. REPAIRED PER BOEING SRM.									

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5312 SWAA	690SW 23783	BOEING 7373G7				BULKHEAD	CRACKED BS 178		3/20/98 SWAA980344
DURING SCHEDULED D-CHECK, FOUND 178 BULKHEAD WEB CRACKED AT WL 196.5+0 200, LBL 4.7 AND WL 199 TO 200 LBL 6.7. REPAIRED PER BOEING SRM.									
5312 SWAA	690SW 23783	BOEING 7373G7				BULKHEAD	CRACKED BS 178		3/20/98 SWAA980345
DURING SCHEDULED D-CHECK, FOUND 178 BULKHEAD WEB CRACKED AT WL 211 TO 212, RBL 6.7 AND WL 211 TO 212.5, LBL 6.7. REPAIRED PER BOEING SRM.									
5312 SWAA	690SW 23783	BOEING 7373G7				BULKHEAD	CRACKED BS 178		3/20/98 SWAA980346
DURING SCHEDULED D-CHECK, FOUND 178 BULKHEAD WEB CRACKED AT WL 234 RBL 11.7 AND 12.7. REPAIRED PER BOEING SRM.									
5312 SWAA	690SW 23783	BOEING 7373G7				BULKHEAD	CRACKED BS 178		3/20/98 SWAA980343
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD CRACKED AT RBL 1 LBL 1, WL 187. REPAIRED PER BOEING SRM.									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD CHORD	CRACKED BS 178		3/25/98 SWAA980378
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD SIDE CHORD (RT) CRACKED IN RADIUS AT WL 207. REPAIRED PER BOEING SRM.									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD WEB	CRACKED BS 178		3/25/98 SWAA980388
DURING SCHEDULED D-CHECK, FOUND WEB CRACKED AT BS BULKHEAD 178 TO 186 WL 208 RBL 24. REMOVED AND REPLACED PER BOEING SRM.									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD ANGLE	CRACKED BS 178		3/25/98 SWAA980387
DURING SCHEDULED D-CHECK, FOUND ATTACH ANGLE CRACKED AT BS BULKHEAD 178 WL 208 RBL 24 TO 20. REMOVED AND REPLACED PER BOEING SRM.									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD	CRACKED BS 178		3/25/98 SWAA980379
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD CRACKED AT WL 201 TO 202, LBL 6.5. REPAIRED PER BOEING SRM.									
5313 USAA	233US 22273	BOEING 737201				STRINGER	CRACKED BS 540	46595	2/28/98 USAA980108
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK AT 2 EACH SKIN ATTACH FASTENER HOLES 7 INCHES AND 8 INCHES FORWARD OF BS 540 FRAME S15R STRINGER FUSELAGE. INSTALLED STRINGER SPLICE AND REPAIRED PER SRM 53-10-3 FIG 1 AND EA 43631. (X)									
5313 USAA	233US 22273	BOEING 737201				STRINGER	CORROSION BS 340-360	46595	2/28/98 USAA980114
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .25 INCH BY 15 INCH CORROSION ON STR 25R FROM STA 360 - STA 340. INSTALLED NEW STRINGER, REPAIRED PER SRM 53-10-3 FIG 1. CORROSION TASK NR: C53-202-01. CORROSION LEVEL: 2. (X)									
5313 SWAA	691SW 23781	BOEING 7373G7				STRINGER	CRACKED BS 296		3/21/98 SWAA980359
DURING SCHEDULED D-CHECK, FOUND STRINGER CRACKED AT BS 296, WL 256, LBL 55. REPAIRED PER BOEING SRM.									
5313 SWAA	332SW 23696	BOEING 7373H4				STRINGER	CRACKED BS 1140		3/25/98 SWAA980380
DURING SCHEDULED D-CHECK, FOUND STRINGER 5L CRACKED AT BS 1140. REMOVED AND REPLACED PER BOEING SRM.									

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5313 SWAA	332SW 23696	BOEING 7373H4				STRINGER	CRACKED BS 1140		3/25/98 SWAA980381
DURING SCHEDULED D-CHECK, FOUND STRINGER 5R CRACKED AT BS 1140. REMOVED AND REPLACED PER BOEING SRM.									
5315 USAA	233US 22273	BOEING 737201				FLOORBEAM	CRACKED BS 663	46595	2/28/98 USAA980111
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .50 INCH CRACK BS 663 BL ZERO WL 205 FLOORBEAM WEB. INSTALLED DOUBLER, REPAIRED PER BAC DRAWING NR 65C34537. (X)									
5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	DAMAGED BS 312		3/19/98 SWAA980336
DURING SCHEDULED D-CHECK, FOUND FLOORBOARD FASTENER HOLE DRILLED BESIDE REPAIR FASTENER IN FLOORBEAM SPLICE AT BS 312, RBL 20.5, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	691SW 23781	BOEING 7373G7				BEAM WEB	CORRODED BS 440-460		3/21/98 SWAA980356
DURING SCHEDULED D-CHECK, FOUND CORROSION ON CREASE BEAM WEB AT BS 440 TO 460, WL 208, RBL 69. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	CORRODED BS 967		3/21/98 SWAA980351
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM CORRODED AROUND FLOORBOARD FASTENER HOLE AT BS 967, RBL 48, WL 208. REPAIRED PER BOEING SRM.									
5315 SWAA	366SW 26577	BOEING 7373H4				FLOORBEAM	CORRODED BS 344		3/21/98 SWAA980348
DURING SCHEDULED 1/2 D-CHECK, FOUND FLOORBEAM CORRODED FASTENER HOLE AT BS 344, LBL 7. REPAIRED PER BOEING SRM.									
5315 SWAA	366SW 26577	BOEING 7373H4				FLOORBEAM	CORRODED BS 344		3/20/98 SWAA980340
DURING SCHEDULED 1/2 D-CHECK, FOUND FLOORBEAM CRACKED AROUND FASTENER HOLE AT BS 344, LBL 9 AND AT BS 344, LBL 7. REPAIRED PER BOEING SRM.									
5315 SWAA	366SW 26577	BOEING 7373H4				FLOORBEAM	CORRODED BS 344		3/20/98 SWAA980341
DURING SCHEDULED 1/2 D-CHECK, FOUND FLOORBEAM CRACKED AROUND FASTENER HOLE AT BS 344, RBL 0 AND AT BS 344, RBL 1. REPAIRED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				WEB	CRACKED BS 460-480		3/25/98 SWAA980377
DURING SCHEDULED 1/4 D-CHECK, FOUND WEB CRACKED RT UNDER TRANS ANGLE AT BS 460 TO 480 LBL 24. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 301/360		3/21/98 SWAA980358
DURING SCHEDULED D-CHECK, FOUND L-ANGLE CRACKED AT BS 360, WL 264.5 LBL 56 AND BS 301, WL 256, LBL 56. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 350		3/21/98 SWAA980357
DURING SCHEDULED D-CHECK, FOUND L-ANGLE CRACKED AT FWD ENTRY DOORWAY DOOR STOP FITTING NR 9 AT BS 350, WL 222, LBL 66 AND FITTING NR 10 AT BS 350, WL 216, LBL 66. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 290		3/21/98 SWAA980360
DURING SCHEDULED D-CHECK, FOUND ANGLE STIFFENER CRACKED AT BS 290, WL 254, RBL 54 AND BS 290, WL 240, RBL 59. REMOVED AND REPLACED PER BOEING SRM.									

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5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 394/500		3/21/98 SWAA980361
DURING SCHEDULED D-CHECK, FOUND SHEAR WEB UPPER ATTACH L-ANGLE CRACKED AT BS 394, WL 208, BL 0 AND BS 500D+5, BL 0, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 315		3/21/98 SWAA980355
DURING SCHEDULED D-CHECK, FOUND ANGLE CRACKED AT BS 315 LBL 32 WL 194. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				SUPPORT	CRACKED BS 540		3/21/98 SWAA980362
DURING SCHEDULED D-CHECK, FOUND FLOOR SUPPORT CRACKED AT BS 540, RBL 1, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				CREASE BEAM	CRACKED BS 576		3/21/98 SWAA980352
DURING SCHEDULED D-CHECK, FOUND CREASE BEAM OUTBOARD CHORD CRACKED AT BS 576, LBL 70, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CORRODED BS 270		3/19/98 SWAA980338
DURING SCHEDULED D-CHECK, FOUND CORRISION ON Z-ANGLE CHORD AT BS 270, LBL 9 TO RBL 11, WL 207. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 350		3/21/98 SWAA980350
DURING SCHEDULED D-CHECK, FOUND L-ANGLE CRACKED AT FWD ENTRY DOORWAY DOOR STOP FITTING NR 10 AT BS 350, WL 215, LBL 66. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	332SW 23696	BOEING 7373H4				CHORD	CORRODED BS 270		3/25/98 SWAA980384
DURING SCHEDULED D-CHECK, FOUND Z-CHORD AT BS 270, WL 208 CORRODED BETWEEN LBL 11 TO RBL 11. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	332SW 23696	BOEING 7373H4				SHEAR TIE	CRACKED BS 1107		3/25/98 SWAA980382
DURING SCHEDULED D-CHECK, FOUND SHEAR TIE CRACKED AT BS 1107 BETWEEN STRINGERS 2R AND 3R. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	366SW 26577	BOEING 7373H4				ANGLE	CRACKED FWD DOOR		3/23/98 SWAA980373
DURING SCHEDULED 1/2 D-CHECK, FOUND FWD ENTRY DOOR FRAME UPPER FWD CORNER OF FUSELAGE CRACKED L-ANGLE. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	366SW 26577	BOEING 7373H4				WEB	CORRODED BS 1030		3/21/98 SWAA980347
DURING SCHEDULED 1/2 D-CHECK, FOUND CORROSION ON WEB AT BS 1030, RBL 5 - RBL 0. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 26577	BOEING 7373H4				ANGLE	CORRODED RT DOORWAY		3/21/98 SWAA980364
DURING SCHEDULED 1/2 D-CHECK, FOUND L-ANGLE CORRODED ON OUTBOARD EDGE OF RT DOORWAY Z-ANGLE. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 26577	BOEING 7373H4				ANGLE	CORRODED DOORWAY		3/21/98 SWAA980365
DURING SCHEDULED 1/2 D-CHECK, FOUND RT FWD DOORWAY Z-ANGLE CORRODED UPPER AND LOWER SRFC AT BS 277 TO 344. REMOVED AND REPLACED PER BOEING SRM.									

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5320 SWAA	691SW 26577	BOEING 7373H4				WEB	CORRODED BS 1005		3/21/98 SWAA980367
DURING SCHEDULED 1/2 D-CHECK, FOUND CORRODED WEB BETWEEN Z-ANGLE AND GALLEY TRACK AT BS 1005, RBL 41. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	366SW 26577	BOEING 7373H4				WEB	DAMAGED CARGO COMPT		3/24/98 SWAA980375
DURING SCHEDULED 1/2 D-CHECK, FOUND AFT CARGO DOOR CUT-OUT, FORWARD LOWER WEB IS DAMAGED. REPAIRED PER BOEING SRM.									
5330 USAA	233US 22273	BOEING 737201				SKIN	CRACKED BS 304	46595	2/28/98 USAA980113
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .0625 INCH CRACK BS 304 BETWEEN S9L AND S10L SKIN. (EDDY CURRENT). INSTALLED DOUBLER, REPAIRED PER EA 43634. (X)									
5330 USAA	233US 22273	BOEING 737201				SKIN	CRACKED BS 344	46595	2/28/98 USAA980112
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .0625 INCH CRACK FORWARD ENTRY DOOR FUSELAGE LOWER AFT CORNER WL 207, STA 344 SKIN. INSTALLED DOUBLER, REPAIRED PER BOEING DWG 65C27257. (X)									
5330 USAA	233US 22273	BOEING 737201				SKIN	CRACKED BS 379	46595	2/28/98 USAA980107
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK BS 379 BETWEEN BL ZERO AND S28L SKIN (FUSELAGE). INSTALLED DOUBLER, REPAIRED PER TR 53-30-04. (X)									
5330 SWAA	56SW 21721	BOEING 7372H4				SKIN	CRACKED BS 1136/1128		3/25/98 SWAA980376
DURING SCHEDULED 1/4 D-CHECK, FOUND FUSELAGE SKIN CRACKED AT 2 ADJACENT FASTENERS AT BS 1136, STR 10R AND BS 1128, STR 10R. REPAIRED PER BOEING SRM.									
5330 SWAA	721SW 22697	BOEING 7372T4				SKIN	CRACKED BS 742		3/23/98 SWAA980372
DURING SCHEDULED RON CHECK, FOUND CRACK IN FUSELAGE SKIN AT BS 742 AT S16L APPROX 1.25 INCH LENGHT. REPAIRED PER BOEING SRM.									
5330 USAA	389US 23311	BOEING 7373B7				SKIN	CORROSION BS 470	37012	2/19/98 USAA980116
CLT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND EVIDENCE OF LIGHT CORROSION ON SKIN STA 470 BETWEEN STR 28R AND STR 28L. CORROSION TASK NR C 53-208-01. INSTALLED DOUBLER PER REPAIR DOCUMENT SRM 53-00-01 FIG 202. (X)									
5330 SWAA	691SW 23781	BOEING 7373G7				SKIN	DENTED BS 494		3/19/98 SWAA980337
DURING SCHEDULED D-CHECK, FOUND DENT IN SKIN AT BS 494, 3 BELOW STR 15 LT. REPAIRED PER BOEING SRM.									
5330 SWAA	691SW 23781	BOEING 7373G7				SKIN	DENTED BS 395		3/21/98 SWAA980354
DURING SCHEDULED D-CHECK, FOUND DENT SKIN AT BS 395, 1 INCH ABOVE STR 25 LT. REPAIRED PER BOEING SRM.									
5330 SWAA	690SW 23783	BOEING 7373G7				SKIN	DENTED BS 270		3/25/98 SWAA980385
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN DENTED. REPAIRED PER BOEING SRM.									
5330 SWAA	326SW 23690	BOEING 7373H4				SKIN	CRACKED SERVICE DOORWAY		3/25/98 SWAA980389
DURING SCHEDULED B/C CHECK, FOUND AFT SERVICE DOOR UPPER HINGE CUTOUT AND STRAP CRACKED. REPAIRED PER BOEING SRM.									

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5330 SWAA	332SW 23696	BOEING 7373H4				SKIN	CRACKED GALLEY DOORWAY		3/25/98 SWAA980383
DURING SCHEDULED D-CHECK, FOUND FWD GALLEY DOOR CUTOUT LOWER AFT CORNER OUTER SKIN CRACKED. REPAIRED PER BOEING SRM.									
5330 SWAA	335SW 23939	BOEING 7373H4				SKIN	CRACKED BS 881-885		3/24/98 SWAA980374
DURING SCHEDULED SERVICE CHECK, FOUND FUSELAGE CRACKED AT BS 881 TO 885 BETWEEN STR 24R AND 25R. REPAIRED PER BOEING SRM.									
5330 SWAA	692SW 23062	BOEING 7373T5				SKIN	PUNCTURED BS 870		3/25/98 SWAA980386
DURING WALKAROUND CHECK, FOUND A SKIN PUNCTURE AND 7 CREASE AT BS 870 BETWEEN STRINGERS 25 AND 26. REPAIRED PER BOEING SRM.									
5400 ASAA	763AS 25100	BOEING 7374Q8				FAIRINGS	WORN NR 1/2		2/19/98 ASAA9840034
SEA - DURING C-CHECK, WEAR WAS FOUND AT VARIOUS LOCATIONS ON ALL FOUR BULLNOSE FAIRINGS ON NR 1 AND NR 2 ENGINES AS A RESULT OF THE BLOCKER DOOR HINGE FITTINGS RUBBING AGAINST THE FAIRING SURFACES. REPAIRED PER EA 5430-01029 AND BOEING TELEX ASA-SEA-98-0049RR. (M)									
5510 SWAA	691SW 23781	BOEING 7373G7				STRAP	CRACKED RT HORIZ STAB		3/21/98 SWAA980349
DURING SCHEDULED D-CHECK, FOUND CRACKED STABILIZER STRAP AT BS 331 LBL 46 WL 200. REMOVED AND REPLACED PER BOEING SRM.									
5510 SWAA	691SW 23781	BOEING 7373G7				BEAM	CRACKED RT HORIZ STAB		3/18/98 SWAA980334
DURING SCHEDULED D-CHECK, FOUND UPPER RT HORIZONTAL STAB TRAILING EDGE BEAM CHANNEL CRACKED STUB AT BS 92. REPAIRED PER BOEING SRM.									
5530 SWAA	691SW 23781	BOEING 7373G7				WEB	CRACKED VERT STAB		3/18/98 SWAA980335
DURING SCHEDULED D-CHECK, FOUND VERTICAL STAB WEB FIN AT BS 69.4 26 FWD OF RUDDER HINGE IS CRACKED. REMOVED AND REPLACED PER BOEING SRM.									
5542 ASAA	771AS 25104	BOEING 7374Q8				SKIN 65C2584151	CRACKED RUDDER		1/26/98 ASAA9840041
SEA - DURING C-CHECK, THE RUDDER LEFT AND RT SIDES WERE FOUND TO HAVE ETCHED AND CRACKING PAINT. ON FURTHER EVALUATION IT WAS DETERMINED THE OUTER PLIES OF GRAPHITE WERE FOUND TO BE PEELING AND SPLINTERING. REMOVED AND REPLACED RUDDER. REMOVED RUDDER WAS SENT OT NORDAM FOR EVALUATION AND REPAIR. (M)									
5730 ASAA	763AS 25100	BOEING 7374Q8				SKIN 65C363301	LIGHTNING STRIKE RT WING		2/19/98 ASAA9840035
SEA - DURING C-CHECK, PREVIOUS INTERIM REPAIRED LIGHTNING STRIKE DAMAGE WAS FOUND ON THE CONDUCTIVE STRIP OF THE RT WING FIXED T/E. REPAIRED PER EA 5740-01270 AND BOEING TELEX ASA-SEA-98-0045RR. (M)									
5753 ASAA	763AS 25100	BOEING 7374Q8				SKIN 65C2632017	WORN LT TE MID FLAP		2/19/98 ASAA9840036
SEA - DURING C-CHECK, THE LEFT WING OUTBOARD MID FLAP LOWER SURFACE NR 1 TRACK AFT FAIRING NYLON PADS WORN INTO WING SURFACE. REPAIRED PER EA 5750-01185 AND BOEING TELEX ASA-SEA-95-0634RR. (M)									
5754 SWAA	307SW 22947	BOEING 7373H4				SKIN	CRACKED RT LE FLAP		3/20/98 SWAA980369
DURING SCHEDULED C2 CHECK, FOUND CRACK ON L/E SKIN AT KRUEGER FLAP SEAL DOOR CUTOUT. REPAIRED PER SWA RA 1-357-0538.									

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7260 USAA	419US 23986	BOEING 737401	CFMINT CFM563C1			COVER 3353228010	LOOSE NR 2 ENGINE		2/24/98 USAASB98048
TPA - FLT 1080 - ON CLIMB-OUT FROM TPA GOING THROUGH 10,000 FEET, THE NR 2 ENGINE OIL QUANTITY DROPPED TO ZERO FOLLOWED BY THE OIL PRESSURE DROPPING TO ZERO. CAPTAIN SHUT DOWN THE NR 2 ENGINE, DECLARED AN EMERGENCY AND RETURNED TO FIELD AT TPA. FLIGHT LANDED WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 13 MINUTES. MAINTENANCE FOUND THE NR 2 ENGINE N2 ROTOR ROTATION PAD COVER ON THE ACCESSORY GEARBOX ABOVE THE STARTER LEAKING. SECURED SAME. SERVICED OIL AND RAN ENGINE. LEAK CHECK GOOD. (X)									
2612 CKSA	708CK 21543	BOEING 747269B				FIRE LIGHT 3353228010	ILLUMINATED WHEEL WELL		3/30/98 CKSA98204
UPON ROTATION WHEEL WELL FIRE LIGHT ILLUMINATED STEADY. TRANSFERRED TO DMI NBR 76808998 PER MEL 26-6 PLACARDS INSTALLED.									
2730 P5CA	858FT 20109	BOEING 747123				PCU	FAILED LT ELEVATOR		3/25/98 P5CA9800740
LOST 1.5 GALS FLUID FROM NR 1 HYDRO SYSTEM AT TOP OF DESCENT. FOUND LT OUTBOARD ELEVATOR PCU FILTER AREA LEAKING. REMOVED AND REPLACED LT ELEVATOR OUT BOARD PCU PER MM 27-31-08 SERVICED HYD FLUID. LEAK CHECK OK, OPS CHECK NORMAL.									
2751 P5CA	858FT 20109	BOEING 747123				POSITION IND 98010903	FAILED LT TE FLAP		3/28/98 P5CA9800742
ON CLIMB WHEN FLAPS UP SELECTED, LT INBD T/E FLAPS SHOWED 1 DEGREE, RT INBD T/E FLAPS SHOWED UP. AIRCRAFT RETURNED TO ORD. INSP FLAPS NO DEFECT NOTED, FOUND LT INBD POS IND STUCK AT 1 DEGREE POS. REPLACED INBD FLAP POS IND CHK OK PER MM 27-57-00. FLAP POS IND OP CK THRU SEVERAL CYC PER MM 27-57-00.									
2910 P5CA	854FT 19754	BOEING 747122				HYD LINE	FAILED LT MLG WW		3/26/98 P5CA9800741
HYDRAULIC LEAK IN AREA OF LEFT WING ROOT, AFT PORTION OF W/W. REMOVED AND REPLACED HYD LINE PER 20-11-05 NEAR WING GEAR AFT TRUNNION. LEAK CK OK.									
2911 P5CA	857FT 20246	BOEING 747132				ACCUMULATOR 26604725	RUPTURED NR 4 HYD SYST		3/25/98 P5CA9800738
DURING APPROACH, AFTER GEAR DOWN LOST NR 4 HYD SYSTEM, 0 BRAKE PRESSURE ON GUAGE. HYD BRAKE ACCUMULATOR RUPTURED, DAMAGE TRIM AIR DUCT, APU FUEL DRAIN LINE, HYD LINE DAMAGE.									
3230 P5CA	859FT 20326	BOEING 747123				BUMPER PAD	CRACKED LT MLG		3/17/98 P5CA9800520
LT WING GEAR BOGIE BEAM TILT BUMPER CRACKED AND DAMAGED. REMOVED AND REPLACED BUMPER PAD PER SRM 51-10-01.									
3350 NWAA	663US 23818	BOEING 747451				CONNECTOR	LOOSE CABIN		3/29/98 9805026303
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FORWARD OF ROW 39R AND AT DOORS 2L, 4R, AND 3L. RECONNECTED LIGHTS, OPERATIONAL CHECK GOOD.									
3350 NWAA	663US 23818	BOEING 747451				LIGHT	INOPERATIVE CABIN		3/26/98 9804976303
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 11B-14B, 23C-31C, AND AT DOOR 2R. REPAIRED WIRING. OPERATIONAL CHECK GOOD.									
3350 NWAA	670US 24225	BOEING 747451				WIRING	FAILED CABIN		3/29/98 9805206310
DURING LINE CHECK, FOUND E-ZONE FLOOR PATH EMERGENCY LIGHTS INOPERATIVE. REPAIRED WIRING AT TERMINAL STRIP, OPERATIONAL CHECK GOOD.									
3451 P5CA	857FT 20246	BOEING 747132				BASE	CORRODED NR 1 DME ANTENNA		3/21/98 P5CA9800719
NR 1 DME ANT BASE CORRODED. CORROSION REMOVED AND REPROTECTED PER SRM 51-01-01 AND 51-10-02.									

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5230 P5CA	859FT 20326	BOEING 747123				SKIN	TORN CARGO DOOR		3/17/98 P5CA9800519
FWD CARGO DOOR TORN IN UPPER RT CORNER AT PREVIOUS REPAIR. INSTALLED DOUBLER ON FWD RT CORNER OF DOOR PER SRM 51-30-02.									
5230 EIAA	471EV 20651	BOEING 747273C				SKIN	DAMAGED CARGO DOOR		2/15/98 EIAA980117
HKG - DURING C5/D CHECK INSPECTION, FWD CARGO DOOR AFT LOWER CORNER SKIN DAMAGED. REPAIRED IAW SRM 52-00-03 FIG 4. (M)									
5246 P5CA	857FT 20246	BOEING 747132				DOOR 2024530063N	CRACKED BS 1840-1860		3/11/98 P5CA9800578
BS1840 TO 1860 DRIP SHROUD ACCESS DOOR CRACKED. REPLACED PER SRM 51-10-01.									
5280 P5CA	859FT 20326	BOEING 747123				SKIN	DELAMINATED RT MLG DOOR		3/17/98 P5CA9800521
RT WING MLG LOWER FLYING DOOR IS DELAMINATED. REMOVED DAMAGE, APPLIED FIBERGLASS AND BONDING PER SRM 51-40-06.									
5280 P5CA	857FT 20246	BOEING 747132				DOOR	CORROSION LT MLG		3/21/98 P5CA9800560
LT BODY GEAR DOOR CORRODED. REMOVED CORROSION PER SRM 51-10-01 AND 51-10-02.									
5311 P5CA	857FT 20246	BOEING 747132				FRAME	CRACKED BS 860		3/21/98 P5CA9800557
FRAME CRACKED AT BS 860 L 25. REPAIRED FRAME PER BACRS 53-22-33686.									
5311 P5CA	857FT 20246	BOEING 747132				FRAME	CRACKED BS 540		3/23/98 P5CA9800569
BS 540 S26L FRAME CRACKED. REPAIRED FRAME PER RS53-22-33687 BOEING.									
5314 EIAA	471EV 20651	BOEING 747273C				KEEL BEAM	CORRODED BS 1383		2/2/98 EIAA980114
HKG - DURING C5/D CHECK INSPECTION, KEEL BEAM LOWER PANEL SUPPORT STRUCTURE CORRODED AT BS 1383 LBL 16 - RBL 16. REPLACED 'T' SECTION IAW SRM 51-10-01. (M)									
5315 P5CA	857FT 20246	BOEING 747132				FLOORBEAM	CORROSION BS 980		3/21/98 P5CA9800725
LEVEL 1 CORROSION ON FLOORBEAM UPPER CHORD AT FUSELAGE BS 980 L2 TO R2. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5315 P5CA	857FT 20246	BOEING 747132				FLOORBEAM	CORROSION BS 980		3/11/98 P5CA9800568
LEVEL 1 CORROSION MAIN DECK FLOORBEAM AT STA 980 RBL 70. REPAIRED PER 51-40-04 FIG 1.									
5320 P5CA	859FT 20326	BOEING 747123				STANCHION	DAMAGED BS 480		3/17/98 P5CA9800523
FWD CARGO COMPARTMENT STA 480 PLUG SUPPORT CHANNEL DAMAGED. REMOVED AND REPLACED BOTH RT SIDE STANCHIONS AT STA 480 PER SRM 51-30-02 AND 51-10-01.									
5320 P5CA	859FT 20326	BOEING 747123				SILL	CORROSION CARGO DOORWAY		3/17/98 P5CA9800517
LEVEL 1 CORROSION FOUND ON FWD LOWER CARGO SERRATED PLATE ON DOOR SILL NR 5, 6 AND 7 BOTTOM AFT HOLE NR 8 HAS CORROSION. REMOVED CORROSION FROM PLATE PER SRM 51-10-01.									

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5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CORROSION BS 1100	3/21/98	P5CA9800728
LEVEL 1 CORROSION AT FLOOR SUPPORT AT FUSELAGE BS 1100 R80 TO R97. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CRACKED BS 1487	3/21/98	P5CA9800553
FUSELAGE SUPPORT FORGING CRACKED AT BS 1487. REPLACED FITTING PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CRACKED CABIN	3/21/98	P5CA9800734
LEVEL 1 CORROSION MAIN DECK FLOOR SUPPORT BL 22 TO 24. REPAIRED CORROSION PER SRM 51-40-04.									
5320 P5CA	857FT 20246	BOEING 747132				ANGLE	CRACKED BS 320	3/20/98	P5CA9800540
NLG BS 320, 2 CRACKED ANGLES. REMOVED AND REPLACED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CORRODED BS 2310	3/21/98	P5CA9800722
LEVEL 1 CORROSION AT FLOOR SUPPORT FUSELAGE BS 2310 BL 25 TO 33. CORROSION REMOVED AND REPROTECTED PER SRM 51-01-01 AND 51-10-02.									
5320 P5CA	857FT 20246	BOEING 747132				TENSION TIE	CRACKED BS 880	3/21/98	P5CA9800714
TENSION TIE CRACKED AT FUSELAGE BS 880 WL 300. REPAIRED PER SB 53-2371 FIG 3.									
5320 P5CA	857FT 20246	BOEING 747132				BRACKET	BROKEN BS 1380/1400	3/21/98	P5CA9800552
FUSELAGE SUPPORT BRACKET BS 1380/1400 BROKEN. SUPPORT BRACKET REPLACED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				ANGLE	CRACKED BS 400	3/20/98	P5CA9800541
FWD E/E COMP BS 400 ANGLE CRACKED. REPLACED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				CHANNEL	CRACKED CARGO COMPT	3/21/98	P5CA9800546
FWD CARGO FLOOR SUPPORT CHANNEL CRACKED. SUPPORT REPAIRED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CRACKED BS 2060	3/21/98	P5CA9800556
FLOOR SUPPORT CHANNEL CRACKED AT BS 2060 BL 22. REPAIRED SUPPORT CHANNEL PER SRM 51-40-03 FIG 2.									
5320 P5CA	857FT 20246	BOEING 747132				SHEAR TIE	CRACKED BS 1780	3/20/98	P5CA9800528
AFT CARGO COMPARTMENT STA 1780 S47L SHEAR TIE CRACKED. REPAIRED PER 53-10-04.									
5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CORRODED BS 2279	3/21/98	P5CA9800723
LEVEL 1 CORROSION AT FLOOR SUPPORT BS 2279 TO 2200 L41. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									

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5320 P5CA	857FT 20246	BOEING 747132				ANGLE	BROKEN BS 1900-1920		3/20/98 P5CA9800531
AFT CARGO COMPARTMENT BS 1900/1920 SUPPORT ANGLE BROKEN. REPLACED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				CHANNEL	BROKEN BS 560		3/20/98 P5CA9800532
BS 560 FWD CARGO RT SIDE CHANNEL BROKEN. REPAIRED PER SRM 51-40-02.									
5320 P5CA	857FT 20246	BOEING 747132				TIE STRAP	CRACKED BS 1940/1980		3/20/98 P5CA9800534
BULK CRGO BS 1940/1980 S40L TIE STRAPS DAMAGED AND CRACKED. REPLACED TIE STRAPS PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				SPLICE	CRACKED BS 1350		3/20/98 P5CA9800536
MAIN DECK BS 1350 STR 13L SPLICE FITTING CRACKED. REPLACED FITTING PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				ANCHOR NUTS	CORROSION BS 1220		3/21/98 P5CA9800730
LEVEL 1 CORROSION AT FLOOR SUPPORT ANCHOR NUTS. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CORRODED BS 1220		3/21/98 P5CA9800731
LEVEL 1 CORROSION AT FLOOR SUPPORT FUSELAGE BS 1220 BL 85 TO 97. CORROSION REMOVED AND REPROTECTED PER SRM 51-01-01 AND 51-10-02.									
5320 P5CA	857FT 20246	BOEING 747132				WEB	CRACKED BS 570		3/20/98 P5CA9800538
FWD CARGO COMPARTMENT BS 570 SUPPORT WEB CRACKED. REPLACED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				FASTENERS	MISSING BS 570-600		3/20/98 P5CA9800539
FWD CARGO COMPT BS 570/600 FLOOR PANEL MISSING FASTENERS. REMOVED AND REPLACED FASTENERS PER SRM 51-30-02.									
5320 P5CA	857FT 20246	BOEING 747132				TENSION TIE	CRACKED BS 840		3/21/98 P5CA9800545
TENSION TIE CRACKED AT BS 840 WL 300. TENSION TIE REPAIRED PER SRM 53-23-71.									
5320 P5CA	857FT 20246	BOEING 747132				REVEAL	CRACKED R1 DOOR		3/21/98 P5CA9800713
R-1 DOOR FWD REVEAL PANEL CRACKED. REPAIRED PER SRM 51-40-03 FIG 3.									
5320 P5CA	857FT 20246	BOEING 747132				CLIP	DAMAGED BS 1480		3/21/98 P5CA9800575
RT BODY GEAR CLIP DAMAGED STA 1480 ABOVE ANTI-SKID MODULE. REMOVED AND REPLACED CLIP PER MM 20-51-01.									
5320 P5CA	857FT 20246	BOEING 747132				REVEAL	CRACKED L4 DOORWAY		3/21/98 P5CA9800712
L4 DOOR CUTOUT LWR REVEAL CRACKED. REMOVED CRACKED AREA PER SRM 51-10-01.									

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5320 P5CA	857FT 20246	BOEING 747132				SUPPORT	CRACKED BS 2705		3/23/98 P5CA9800572
APU VERTICAL SUPPORT TUBE AT BS 2705 WL 364 HAS CRACK. REPLACED PER SRM 51-10-01.									
5320 P5CA	857FT 20246	BOEING 747132				TENSION TIE	CRACKED BS 860		3/21/98 P5CA9800563
TENSION TIE CRACKED AT BS 860 WL 300. TENSION TIE REPAIRED PER SB 53-2371 FIG 3.									
5320 P5CA	857FT 20246	BOEING 747132				TENSION TIE	CRACKED BS 820		3/21/98 P5CA9800562
TENSION TIE CRACKED AT BS 820 WL 300. TENSION TIE REPAIRED PER SB 53-2371 FIG 3.									
5320 P5CA	857FT 20246	BOEING 747132				TENSION TIE	CRACKED BS 780		3/21/98 P5CA9800561
TENSION TIE CRACKED. TENSION TIE REPAIRED PER SB 53-2371 FIG 5.									
5320 P5CA	857FT 20246	BOEING 747132				WEB	CRACKED BS 2120		3/21/98 P5CA9800559
WEB AT BS 2120 TO 2140 STR 28R TO 29R CRACKED. REPAIRED WEB PER SRM 51-40-02 AND 51-40-03.									
5320 P5CA	857FT 20246	BOEING 747132				REVEAL	CRACKED L5 DOOR		3/21/98 P5CA9800718
L-5 DOOR UPPER REVEAL CRACKED. REVEAL REPAIRED PER SRM 53-10-04 FIG 9.									
5320 EIAA	471EV 20651	BOEING 747273C				SHEAR TIE	CRACKED BS 1372		2/15/98 EIAA980120
HKG - DURING C5/D CHECK INSPECTION, LEFT BODY LANDING GEAR WHEEL WELL BS 1372 BULKHEAD UPPER CHORD, VERTICAL FRAME SHEAR TIE CRACKED. REPAIRED IAW SRM 53-10-04 FIG 4. (M)									
5320 EIAA	471EV 20651	BOEING 747273C				WEB	DAMAGED BS 1680		3/4/97 EIAA980116
HKG - DURING C5/D CHECK INSPECTION, AFT CARGO COMPARTMENT BS 1680 AT RBL 48 FLOORBEAM VERTICAL WEB DAMAGED. REPAIRED IAW SRM 51-40-02 FIG 1. (M)									
5320 EIAA	471EV 20651	BOEING 747273C				WEB	CORRODED BS 1242		2/2/98 EIAA980112
HKG - DURING C5/D CHECK INSPECTION, CORROSINO AT BS 1242 RBL 35 AND WL 180 RT MLG W/W CANTED BULKHEAD WEB CUTOUT. REPAIRED BY TRIMMING WEB, INSTALLING REPAIR DOUBLER AND FILLER IAW HAECO RS R53-48-33673. (M)									
5320 EIAA	471EV 20651	BOEING 747273C				WEB	DAMAGED BS 1760		2/14/98 EIAA980115
HKG - DURING C5/D CHECK INSPECTION, AFT CARGO COMPARTMENT, BS 1760 AT RBL 52 FLOORBEAM VERTICAL WEB DAMAGED. REPAIRED IAW SRM 51-40-02 FIG 1. (M)									
5321 P5CA	857FT 20246	BOEING 747132				FLOOR PANEL	DAMAGED BS 520/600		3/20/98 P5CA9800533
UPPER DECK BS 520/600 RPL 9/27 FLOOR PANEL DAMAGE. REPLACED FLOOR PANEL PER SRM 53-21-02.									
5321 P5CA	857FT 20246	BOEING 747132				FLOOR PANEL	CORROSION BS 520		3/21/98 P5CA9800729
LEVEL 1 CORROSION AT FLOOR PANEL FUSELAGE BODY STATION 520 TO 540 BL 8. CORROSION REMOVED AND PANEL REPLACED AND REPROTECTED PER SRM 51-01-01 AND 51-10-02.									

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5321 P5CA	857FT 20246	BOEING 747132				FLOOR PANEL	DAMAGED CARGO COMPT		3/20/98 P5CA9800525
FWD CARGO COMPARTMENT BS 570/600 FLOOR PANEL DAMAGED. REPAIRED DAMAGE PER SRM 51-40-02.									
5321 P5CA	857FT 20246	BOEING 747132				FLOOR PANEL	DAMAGED BS 1450-1460		3/20/98 P5CA9800529
MAIN DECK BS 1450 TO 1460 FLOOR PANEL DAMAGED. REPAIRED PER SRM 53-21-02.									
5330 P5CA	857FT 20246	BOEING 747132				SKIN	DAMAGED APU COMPT AREA		3/21/98 P5CA9800565
APU COMPT RT DOOR RECESS CUTOUT ENLARGED. REPAIRED CUTOUT PER SRM 52-40-02 FIG 1.									
5330 P5CA	857FT 20246	BOEING 747132				PANEL	DELAMINATED LT WING		3/12/98 P5CA9800547
LT T/E PANEL 572AB DELAMINATED. REPAIRED PANEL PER SRM 51-40-15.									
5330 P5CA	857FT 20246	BOEING 747132				PANEL	CRACKED BS 1480		3/20/98 P5CA9800527
LT BODY GEAR STA 1480 PANEL CRACKED. REPAIRED CRACK PER SRM 51-40-15.									
5330 P5CA	857FT 20246	BOEING 747132				SKIN	DENTED BS 1980		3/14/98 P5CA9800558
FUSELAGE SKIN DENTED AT BS 1980 S47R TO S51R. REPAIRED SKIN PER SRM 51-40-01 AND SRM 51-10-02.									
5330 EIAA	471EV 20651	BOEING 747273C				SKIN	DENTED BS 1840		2/15/98 EIAA980118
HKG - DURING C5/D CHECK INSPECTION, FUSELAGE BS 1840 AT STRINGER 46L - 47L, SKIN HAS A DENT. REPAIRED IAW SRM 53-30-03 FIG 1. (M)									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORROSION BS 920		3/11/98 P5CA9800573
LEVEL 1 CORROSION ON MAIN DECK SEAT TRACK BS 920 RBL 97R. CORROSION REMOVED AND REPAIRED PER SRM 53-10-05 FIG 14.									
5347 P5CA	857FT 20246	BOEING 747132				TIE DOWN	CORROSION BS 1000		3/21/98 P5CA9800727
LEVEL 1 CORROSION ON TIE DOWN AT FUSELAGE BS 1000 BL R97. CORROSION REMOVED AND REPROTECTED PER SRM 51-01-01 AND 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				TIE DOWN	CORRODED BS 2180		3/21/98 P5CA9800732
LEVEL 1 CORROSION AT TIE DOWN FUSELAGE BS 2180 BL 30. REMOVED CORROSION AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				TIE DOWN	CORRODED BS 2300		3/21/98 P5CA9800733
LEVEL 1 CORROSION AT TIE DOWN FITTING SUPPORT FUSELAGE BS 2300 BL 22. REMOVED CORROSION AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORROSION BS 520		3/21/98 P5CA9800715
LEVEL 1 CORROSION ON UPPER DECK SEAT TRACK AT BS 520 BL 9. CORROSION REMOVED, REPAIRED AND REPROTECTED PER SRM 51-10-01, 51-10-02 AND 53-10-05.									

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5347 P5CA	857FT 20246	BOEING 747132				TIE DOWN TRACK	CORRODED BS 1120-1170	3/21/98	P5CA9800717
LEVEL 1 CORROSION ON MAIN DECK TIE DOWN TRACK AT BS 1120 TO 1170 BL R11. REMOVED CORROSION AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	BROKEN BS 2150	3/21/98	P5CA9800711
MAIN DECK SEAT TRACK BROKEN AT BS 2150 TO 2230. SEAT TRACK REPAIRED PER SRM 53-10-08.									
5347 P5CA	857FT 20246	BOEING 747132				TIE DOWN	CORROSION BS 980	3/21/98	P5CA9800726
LEVEL 1 CORROSION ON TIE DOW AT FUSELAGE BS 980 BL L11. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORROSION BS 520-530	3/21/98	P5CA9800551
LEVEL 1 CORROSION ON SEAT TRACK BS 520 TO 530 BL L47. CORROSION REMOVED TRACK REPLACED AND REPROTECTED PER SRM 51-10-01, 53-10-01, 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORROSION BS 920	3/23/98	P5CA9800567
LEVEL 1 CORROSION ON SEAT TRACK STA 920 RBL 97R. REPAIRED CORROSION PER SRM 53-10-05.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORROSION BS 498	3/21/98	P5CA9800566
LEVEL 1 CORROSION ON SEAT TRACK BS 498 TO 500 LBL 99L. REPAIRED CORROSION PER SRM 51-10-01.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORROSION BS 2190	3/12/98	P5CA9800548
LEVEL 1 CORROSION ON MAIN DECK BS 2190 LBL 11 SEAT TRACK. REPLACED TRACK PER SRM 53-10-05 FIG 14.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORRODED BS 1110	3/21/98	P5CA9800554
LEVEL 1 CORROSION ON SEAT TRACK FLANGE AT BS 1110 BL 98. CORROSION REMOVED, REPAIRED AND REPROTECTED PER SRM 51-10-01, 53-10-01 AND 51-10-02.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CORRODED BS 520	3/12/98	P5CA9800544
LEVEL 1 CORROSION ON UPPER DECK SEAT TRACK BS 502 THRU 530 LBL 9. REMOVED CORROSION PER SRM 51-10-01 AND TRACK REPAIRED PER SRM 51-10-05.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CRACKED BS 2250	3/20/98	P5CA9800530
BS 2250 LBL 11 SEAT TRACK WEB CRACKED. REPAIRED SEAT TRACK PER SRM 51-40-02.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	WORN BS 2260	3/21/98	P5CA9800710
SEAT TRACK BS 2260 BL 33 DEEPLY WORN. REPLACED SEAT TRACK PER SRM 53-10-05.									
5400 P5CA	857FT 20246	BOEING 747132				BRACKET	CRACKED NR 1 PYLON	3/20/98	P5CA9800535
NR 1 PYLON FILTER MOUNT BRACKED CRACKED, 2 EA. REPLACED PER SRM 51-40-03.									

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5400 P5CA	857FT 20246	BOEING 747132				FASTENERS	CORRODED NR 3 PYLON		3/21/98 P5CA9800708
LEVEL 1 CORROSION ON NR 3 PYLON AFT STRUT DIAG BRACE AFT END LARGE HI-LOK HEADS. SURFACE CORROSION REMOVED PER SRM 51-10-01.									
5400 P5CA	857FT 20246	BOEING 747132				STRAP	CRACKED NR 1 PYLON		3/11/98 P5CA9800576
NR 1 PYLON INTERNAL STRAP CRACKED AT STA 207. REPLACED PER SRM 51-10-01.									
5400 P5CA	857FT 20246	BOEING 747132				FASTENERS	MISSING NR 3 PYLON		3/11/98 P5CA9800574
NR 3 PYLON AFT FIXED FAIRING 4 ANCHOR NUTS MISSING. REPLACED FASTENERS PER SRM 51-10-01.									
5400 P5CA	857FT 20246	BOEING 747132				FASTENERS	CORRODED NR 3 PYLON		3/21/98 P5CA9800706
ANCHOR NUTS SURFACE CORROSION ON NR 3 PYLON NAC STA 379 TO 417. CORROSION REMOVED AND RETREATED PER SRM 51-01-01 AND 51-10-02.									
5400 P5CA	857FT 20246	BOEING 747132				FAIRING	CRACKED NR 4 PYLON		3/20/98 P5CA9800543
NR 4 PYLON, V FAIRING LEFT FWD CRACKED. REPAIRED FAIRING PER SRM 51-40-03.									
5400 P5CA	857FT 20246	BOEING 747132				NUT PLATE	DAMAGED NR 3 STRUT		3/11/98 P5CA9800579
NR 3 AFT ENGINE STRUT L/R 4 DAMAGED NUT PLATES. REMOVED AND REPLACED PER SRM 51-30-02.									
5400 P5CA	857FT 20246	BOEING 747132				FASTENERS	LOOSE NR 4 PYLON		3/20/98 P5CA9800537
NR 4 PYLON INSIDE STRUT AT STA 221.9 LOOSE FASTENERS. REMOVED AND REPLACED FASTENERS PER SRM 51-30-02.									
5400 P5CA	921FT 21575	BOEING 747238B				BRACE	CHAFED NR 1 PYLON		3/5/98 P5CA9800736
NR 1 PYLON O/B SIDE DIAGONAL BRACE CHAFED FWD END. EDDY CURRENT C/W PER NDT PART 6 54-40-03 WITHIN LIMITS PER SRM 54-40-01. BLEND OUT AREA SHOT PEENED AND TREATED PER SRM 54-40-01 AND 51-70-00.									
5414 P5CA	857FT 20246	BOEING 747132				PLATE	DAMAGED NR 2 PYLON		3/20/98 P5CA9800526
DAMAGE ON NR 2 PYLON DUCT REAR LOWER PLATE. REPLACED PER SRM 51-10-01.									
5414 P5CA	857FT 20246	BOEING 747132				PANEL	DELAMINATED PYLON		3/21/98 P5CA9800724
PANEL 484AL ON PYLON SKIN WORN AND DELAMINATED. HOT BOND REPAIRED PER SRM 51-40-06.									
5414 P5CA	857FT 20246	BOEING 747132				SKIN	HOLE NR 4 PYLON		3/21/98 P5CA9800564
NR 4 PYLON RT HYD DOOR NR 484AR HAS HOLE. HOT BOND REPAIRED HOLE PER SRM 51-40-06.									
5414 P5CA	857FT 20246	BOEING 747132				DOOR	DEFORMED NR 1 PYLON		3/11/98 P5CA9800577
NR 1 PYLON RT TRAILING EDGE DOOR DEFORMED. REPAIRED PER SRM 51-10-01.									

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5414 P5CA	921FT 21575	BOEING 747238B				DOOR	CHAFED NR 1 PYLON		3/5/98 P5CA9800735
NR 1 PYLON O/B SIDE OF SAILBOAT DOOR CHAFED FWD END. SANDED OUT CHAFED AREA, APPLIED POTTING COMPOUND, SANDED AND REPAINTED PER SRM 51-70-00.									
5510 P5CA	859FT 20326	BOEING 747123				FASTENER	MISSING HORIZ STAB		3/17/98 P5CA9800518
RT HORIZ STAB NAV LIGHT FIXED WITH SEALANT FASTENERS MISSING. INSTALLED FASTENERS PER SRM 51-30-02.									
5530 P5CA	857FT 20246	BOEING 747132				NUT PLATE	DAMAGED VERT STAB		3/11/98 P5CA9800583
TWELVE DAMAGED NUT PLATE ON VERTICAL FIN. REMOVED AND REPLACED PER SRM 51-30-02.									
5711 EIAA	471EV 20651	BOEING 747273C				SPAR	CRACKED RT WING		2/15/98 EIAA980119
HKG - DURING C5/D CHECK INSPECTION, RT WING SPAR UPPER CHORD FSS 688 CRACK AT FASTENER HOLE. REPAIRED IAW HAECO RS 554-52-33482. (M)									
5711 EIAA	471EV 20651	BOEING 747273C				SPAR	CRACK RT WING		2/5/98 EIAA980113
HKG - DURING C5/D CHECK INSPECTION, RIGHT WING FRONT SPAR CHORD HAS A FASTENER HOLE THAT IS CRACKED BEYOND LIMITS. OVERSIZED HOLE TO REMOVED CRACK AND INSTALLED NEW FASTENER IAW HAECO RS R54-52-33482. (M)									
5720 P5CA	857FT 20246	BOEING 747132				STIFFENER	CORROSION BS 1350		3/23/98 P5CA9800570
LEVEL 1 CORROSION ON RT WING GEAR STA 1350 STIFFENER. REPAIRED CORROSION PER SRM 51-10-01.									
5730 P5CA	859FT 20326	BOEING 747123				PANEL	DAMAGED RT WING		3/17/98 P5CA9800524
RT WING TOP L/E FIXED PANEL INBD OF PYLON PREVIOUS REPAIR PEELING OFF. REMOVED PREVIOUS REPAIR, REPAIRED PER SRM 51-40-15.									
5730 P5CA	857FT 20246	BOEING 747132				SKIN	CORROSION LT WING		3/21/98 P5CA9800549
LT WING UPPER SKIN FRT SPAR EXT CORRODED. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND SRM 51-10-02.									
5730 P5CA	857FT 20246	BOEING 747132				SKIN	CORROSION RT WING		3/21/98 P5CA9800716
SURFACE CORROSION ON UPPER SPAR SKIN RT WING. CORROSION REMOVED AND REPROTECTED PER SRM 51-10-01 AND 51-10-03.									
5730 P5CA	857FT 20246	BOEING 747132				PANEL	DELAMINATED LT WING		3/21/98 P5CA9800720
LT WING INBD PANEL ABOVE LANDING LIGHT DELAMINATED. FIBERGLASS REPAIRED PER SRM 51-40-12.									
5730 P5CA	857FT 20246	BOEING 747132				PLATE	DAMAGED RT WING		3/11/98 P5CA9800581
RT WING T/E ACCESS PANEL 691DB DAMAGED ANCHOR NUTS. REMOVED AND REPLACED PER SRM 51-10-01.									
5730 P5CA	857FT 20246	BOEING 747132				PANEL	DAMAGED LT WING		3/11/98 P5CA9800582
LT WING FUELING PANEL DAMAGED LATCH. REMOVED AND REPLACED PER SRM 52-49-09.									

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5730 P5CA	857FT 20246	BOEING 747132				PANEL	DAMAGED RT WING		3/11/98 P5CA9800580
RT WING PANEL 672DB DAMAGED ANCHOR NUTS. REMOVED AND REPLACED PER SRM 51-10-01.									
5753 P5CA	855FT 19733	BOEING 747124				FOREFLAP	DAMAGED RT TE FLAP		3/25/98 P5CA9800739
ON POST FLT WALKAROUND, FOUND APPROX 13 FT OF OUTBD FOREFLAP MISSING FROM RIGHT SIDE OF AIRCRAFT. REPAIRED BY BOEING PER WORK DOCUMENT NR 6-117-RE-706.									
5753 P5CA	857FT 20246	BOEING 747132				SKIN	DELAMINATED RT TE FOREFLAP		3/20/98 P5CA9800542
RT WING INBD OF NR 7 FLAP TRACK FOREFLAP DELAMINATED. REPAIRED FOREFLAP DELAMINATION PER SRM 51-40-15.									
5753 P5CA	857FT 20246	BOEING 747132				FLAP	CORROSION NR 7 TE FLAP		3/23/98 P5CA9800571
LEVEL 1 CORROSION AT LEADING EDGE FRONT SPAR WS 972 NR 7 FLAP. REPAIRED CORROSION PER SRM 51-10-01.									
7110 P5CA	859FT 20326	BOEING 747123				PANEL	CRACKED NR 1 ENG COWL		3/17/98 P5CA9800522
NR 1 ENGINE INLET 3 INCH CRACK AT 3 O'CLOCK POSITION ON ACCOUSTIC PANEL. REPAIRED CRACK BY CUTTING IT OUT AND APPLYING POTTING COMPOUND PER SRM 54-31-03.									
7110 P5CA	857FT 20246	BOEING 747132				COWL	DELAMINATED NR 4 ENGINE		3/21/98 P5CA9800721
NR 4 FAN COWL DELAMINATED. HOT BOND REPAIR PER SRM 51-20-06 FIG 17A.									
7110 P5CA	857FT 20246	BOEING 747132				COWL	CORROSION NR 4 PYLON		3/21/98 P5CA9800709
NR 4 ENG NOSE COWL SKIN SURFACE CORROSION. REMOVED SURFACE CORROSION AND REPROTECTED PER SRM 51-10-01 AND 51-10-02.									
7110 P5CA	857FT 20246	BOEING 747132				COWL	DELAMINATED NR 4 ENGINE		3/21/98 P5CA9800550
NR 4 ENGINE RT COWL DELAMINATED. REPAIRED COWL BY HOT BOND PER SRM 51-40-06 FIG 17A.									
7110 P5CA	857FT 20246	BOEING 747132				COWL	DELAMINATED NR 3 ENGINE		3/21/98 P5CA9800707
PANEL 474BL DELAMINATED TOP LT CORNER OF NR 3 ENGING COWL. HOT BOND REPAIR PER SRM 51-40-06 FIG 17.									
7110 P5CA	857FT 20246	BOEING 747132				COWL	DELAMINATED NR 4 ENGINE		3/21/98 P5CA9800555
NR 4 RT SIDE FAN COWL DELAMINATED. REPAIRED BY HOT BOND REPAIR PER SRM 51-40-06 FIG 17A.									
7200 NWAA	613US 20358	BOEING 747251B	PWA JT9D7F			ENGINE	MALFUNCTIONED NR 3		3/24/98 9804966613
DURING CRUISE, THE CREW NOTICED THE NR 3 ENGINE OIL CONSUMPTION TO BE UNUSUALLY HIGH. THE OIL CONSUMPTION DECREASED WITH LOWER POWER SETTINGS SO THE AIRCRAFT DIVERTED TO MSP FOR MAINTENANCE. THE ENGINE WAS NOT SHUT DOWN AND THE FLIGHT WAS COMPLETED WITHOUT FURTHER DIFFICULTY. UPON ARRIVAL IN MSP, THE AIRCRAFT WAS REMOVED FROM SERVICE AND THE NR 3 ENGINE WAS CHANGED. EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									
3350 USAA	630AU 27808	BOEING 7572B7				BATTERY 86210066	DISCHARGED CABIN		3/8/98 USAABB98022
LAX - FLOOR EMERGENCY LIGHT AT ROW 13 INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (X)									

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7722 CALA	40127 28968	BOEING 757224	RROYCE RB211535E4			EGT INDICATION	HIGH NR 1 ENGINE		3/20/98 CALA9800536
THE LEFT EEC AND LEFT ELC EICAS MESSAGES ILLUMINATED AS THE LEFT ENGINE EGT EXCEEDED REDLINE AND AUTO SHUTDOWN WHILE CLIMBING OUT AT 16,000 FEET. THE AIRCRAFT WAS RETURNED TO GUM WHERE IT LANDED WITHOUT INCIDENT. THE AIRCRAFT WAS TAKEN OUT OF SERVICE FOR TROUBLESHOOTING.									
2421 AALA	377AN 25446	BOEING 767323				IDG	FAILED RT ENGINE		2/3/98 AALA980246
MIA - FLT 920 - RT GEN DRIVE LT REMAINED ON STEADY DURING DESCENT. RT GEN DRIVE DISCONNECTED AS PER FT MANUAL, APU STARTED. REMOVED AND REPLACE RT ENGINE IDG GEN ASSY, OPS CHECK NORMAL. LEAK CHECKS NORMAL. OK FOR SERVICE. (M)									
2421 AALA	383AN 26995	BOEING 767323				IDG	FAILED RT ENGINE		2/2/98 AALA980276
LAX - FLT 999 - CHECKED AND PLACARDED LT GEN SYSTEM INOP AS PER MEL MAN ACCOMP D REQUIRED MPM AS PER MEL MAN CHECKED AND SERVICED LT. RT ENG 'IDG' AND APU IDG ENTERED IN MIC. REPLACED 1 ENG IDG ENG GROUND RUN UP OK. LEAK CHECK OK REMOVED PLACARD 2-37DC-B CLEARED MIC. (M)									
2822 AALA	351AA 24032	BOEING 767323				BOOST PUMP	FAILED LT AFT WING		1/19/98 AALA980159
EZE - FLT 998 - DURING CLIMB-OUT, APPROACHING LEVEL OFF AT FL410, LT AFT FUEL BOOST PUMP LOW PRESSURE LIGHT ILLUMINATED WITH EICAS MSG. APPROX 30 SECONDS LATER LT FWD FUEL BOOST PUMP LOW PRESS LIGHT ILLUMINATED WITH EICAS MSG L FUEL SYS PRESS. OPENED FUEL CROSSFEED VALVE. LEFT FWD AND AFT FUEL BOOST PUMP LOW PRESS LIGHTS EXTINGUISHED AFTER ABOUT 1 MIN FUEL X-FEED VALVE LEFT IN OPEN POSITION. REMOVED FUEL FROM TANKS. OPENED ACCESS PANELS AND INSPECTED FUEL TANK LINES FOR OBSTRUCTIONS NO DISCREPANCIES. REPLACED LEFT AFT AND FWD FUEL BOOST PUMPS PER MM. REPLACED LEFT AFT AND FWD FUEL BOOST PUMPS PRESSURE SW PER MM. REFILLED TANKS AND CHECKED FOR LEAKS, NO LEAKS DETECTED. (M)									
3420 IPXA	312UP 27763	BOEING 76734AF				STANDBY ATT IND	GROUND INSTRUMENT PNL.		3/18/98 UPS98626135
INSPECTION TYPE-N/A ON TAKEOFF AT 40 KTS GPWS PULL UPLIGHT AND MASTER WARN LIGHT ILLUM. WARNING LTS COME ON/OFF MOVING STANDBY ATT IND CAGE KNOB. REPOSITION WIRES IN AREA OF SAI BEHIND WARN LTS. REPLACED SAI, UNABLE TO GET WARN LTS ON. SUSPECT CASE GROUND, SAI OP CK NORM PER MM34-24-00.									
5314 USAA	647US 23899	BOEING 767201				KEEL BEAM	ERODED BS 860	41917	2/18/98 USAA980115
CLT - DURING C-2 CHECK VISUAL INSPECTION, FOUND A 3 INCH BY 6 INCH BY .035 INCH DEEP ERODED AREA 1 FOOT FORWARD OF ACCESS HOLE FOR LOWER ANTI-COLLISION WIRING IN KEEL BEAM JUST FORWARD OF BS 860. REMOVED CORROSION AND INSTALLED DOUBLER PER EA 61191. (X)									
5754 DALA	123DN 23437	BOEING 767332				WEDGE 114T410225A	DELAMINATED NR 2 LE SLAT TE		3/24/98 DL76S980654
WINGS NR 2 SLAT TRAILING EDGE WEDGE, REPAIR FOR DELAMINATION. THE NR 2 SLAT TRAILING EDGE WEDGE WAS FOUND WITH A 7 BY 4.5 AREA OF DELAMINATION ON THE UPPER SKIN. THE DAMAGE WAS REPAIRED PER B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364346-14AD.									
5754 DALA	123DN 23437	BOEING 767332				WEDGE 114T410131A	DELAMINATED NR 1 LE SLAT TE		3/24/98 DL76S980655
WINGS NR 1 SLAT TRAILING EDGE WEDGE, REPAIR FOR DELAMINATION. THE NR 1 SLAT TRAILING EDGE WEDGE WAS FOUND WITH A 3 BY 4 AREA OF DELAMINATION ON THE UPPER SKIN. THE DAMAGE WAS REPAIRED PER B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364345-14AD.									
5754 DALA	123DN 23437	BOEING 767332				SKIN 114T410226A	DELAMINATED NR 11 LE SLAT		3/24/98 DL76S980652
WINGS LEADING EDGE SLAT NR 11, TRAILING EDGE WEDGE, SKIN DELAMINATION REPAIR. THE UPPER SKIN OF THE NR 11 SLAT TRAILING EDGE WEDGE WAS FOUND WITH A 3 BY 6 AREA OF DELAMINATION. THE DAMAGE WAS TRIMMED OUT AND REPAIRED PER B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364348-14AD.									

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5754 DALA	123DN 23437	BOEING 767332				WEDGE 114T410530A	DELAMINATED NR 8 LE SLAT TE		3/24/98 DL76S980653
WINGS NR 8 SLAT TRAILING EDGE WEDGE, REPAIR FOR DELAMINATION. THE NR 8 SLAT TRAILING EDGE WEDGE WAS FOUND WITH A 5 BY 9 AREA OF DELAMINATION ON THE UPPER SKIN. THE DELAMINATION WAS REPAIRED PER THE B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364347-14AD.									
2121 *****	510SD 6500161	CESSNA 650			99101135	SWITCH 762811	FAILED BLOWER VANE ASSY	719	3/25/98 98ZZX1245
BLOWER BECAME NOISY. FOUND 5 EACH FAN BLADES MISSING (P/N 2100900-25). REMOVED BLOWER FROM AUX HEATER (P/N 6214434-53). FOUND BLADES IN AUX HEATER, ALSO FOUND AIRFLOW SWITCH VANE. SUSPECTED THE VANE CAME OFF THE AIRFLOW SWITCH ASSY CAUSING THE BLADES TO BREAK OFF OF THE FAN/BLOWER ASSY. SUBMITTER STATED THE VANE TO SWITCH ATTACHMENT SHOULD BE OF A BETTER/STRONGER DESIGN.									
2750 COMA	975CA 7150	CNDAIR CL6002B19				FECU 860D10018AB	MALFUNCTION TE FLAPS	3281	3/26/98 COMA9860067
FLAPS FAIL MESSAGE ON EICAS. REPLACED THE FLAP ELECTRONIC CONTROL UNIT.									
2752 COMA	949CA 7080	CNDAIR CL6002B19				ACTUATOR 853D10011	FAILED LT TE FLAP FLAP	3181 601	3/25/98 COMA9860069
FLAPS FAILED AT 17 DEGREES WHEN SELECTED FOR LANDING APPROACH. REPLACED DEFECTIVE FLAP ACTUATOR, LEFT HAND OUTBOARD FLAP.									
3350 MASA	17156 7156	CNDAIR CL6002B19				LIGHT	INOPERATIVE CABIN		1/22/98 MASA98014
FLT 2103 - SAT-FTW - CREW REPORTED THE REAR EMERGENCY OVERHEAD LIGHT WAS INOP. MAINTENANCE ACTION WAS DEFERRED PER MEL 33-51-1 AND AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5210 COMA	912CA 7011	CNDAIR CL6002B19				LATCH MECH	DIRTY PAX DOOR		3/27/98 COMA9860068
CABIN DOOR LATCH MESSAGE ON EICAS. CLEANED EXCESS GREASE FROM DOOR LATCHES. COULD NOT DUPLICATE DISCREPANCY.									
3260 CICA	25AG 25	DHAV DHC7102			ELDEC 805310	CONNECTOR MS3126E833P	LOOSE LT MLG WW		2/14/98 98ZZM348
FLT 707 - FLL-PID - PILOT REPORTED LEFT MAIN GEAR LIGHT INDICATED TRANSIT (RED) WHEN GEAR WAS DOWN AND LOCKED. AIRCRAFT DID NOT LAND AT PID, BUT RETURNED TO FLL AND LANDED WITHOUT MISHAP. THE PASSENGERS WERE DEPLANED AND AIRCRAFT TAXIED TO MX HANGAR. INSPECTION FOUND DOWN LOCK PICK UP SENSOR CANNON PLUG LOOSE. RESECURED CANNON PLUG, PERFORMED GEAR SWING TWO TIMES. AIRCRAFT OPERATED IAW MM. CANNON PLUG RECHECKED FOR SECURITY, CRACKS, LOOSENESS. CHECKED OK, RETURNED TO SERVICE. (M)									
3260 CICA	25AG 25	DHAV DHC7102				PROX SWITCH 805310	FAILED RT MLG	3799	2/10/98 98ZZM349
FLT 702 - PID-FLL - PILOT REPORTED GREEN DOWN AND LOCK LIGHT ILLUMINATED IN FLIGHT WITH GEAR UP AFTER CYCLING GEAR SAME CONDITION EXISTED. CO-PILOT VERIFIED GEAR WAS DOWN AND IN LOCKED POSITION (BY SIGHT). AIRCRAFT LANDED AT FLL WITH NO INCIDENT AFTER PASSENGERS DEPLANED. AIRCRAFT WAS TAXIED TO MX FACILITY. TROUBLESHOOTING FOUND PROXIMITY SWITCH TO BE INOPERATIVE. THE PROXIMITY SWITCH WAS REPLACED. A GEAR RETRACTION WAS PERFORMED AND FOUND TO BE OPERATING NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
7200 CICA	25AG 25	DHAV DHC7102	PWA PT6A50			ENGINE	MALFUNCTIONED NR 3	23757	2/21/98 98ZZM350
FLT 717 - FLL-PID - PILOT REPORTED NR 3 ENGINE OIL PRESSURE ERRATIC. FLUCTUATES ALL OVER FROM ABOUT 90 PSI TO 150 PSI. NR 3 ENGINE TORQUE FLUCTUATED BETWEEN 3500-3800 LBS IN FLIGHT AT THE SAME TIME THAT OIL PRESSURE FLUCTUATED. WHEN OIL PRESURE IS STEADY TORQUE IS ALSO STEADY. PILOT RETURNED TO FLL AND LANDED AND DEPLANED 28 PASSENGERS AND TAXIED TO FLL MX HANGAR NR 3 ENGINE REMOVED AND REPLACED WITH SERVICEABLE ENGINE. THE AIRCRAFT WAS RUN AND RELEASED FOR SERVICE. THE REMOVED ENGINE WILL BE SENT TO ENGINE VENDOR FOR TEARDOWN AND REPAIR. (M)									

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7931 CICA	25AG 25	DHAV DHC7102				OIL REGULATOR 3024611C	STICKING NR 3 ENGINE		2/18/98 98ZZZM347
FLT 705 - FLL-PID - PILOT ABORTED AND RETURNED TO THE GATE. PILOT REPORTED NR 3 OIL PRESSURE GAUGE ERRATIC READING 80-150 PSI. AIRCRAFT DEPLANED 35 PASSENGERS AND TAXIED TO MX HANGAR. UPON ARRIVAL AT HANGAR THE NR 3 OIL PRESSURE TRANSMITTER WAS CHANGED. DID NOT FIX PROBLEM. SUBSEQUENTLY, THE NR 3 ENGINE OIL PRESSURE REGULATOR WAS CHANGED IAW PW MM 79-25-04. THE ENGINE WAS GROUND RUN AND NO FURTHER OIL PRESSURE PROBLEMS WERE NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 QXEA	824PH 157	DHAV DHC8102			DHAV 82410191011	BATTERY 6104781	DISCHARGED CABIN	15736 22	3/21/98 QXEA9800439
FIRST 2 FLOOR PROXIMITY LIGHTS INOP. REPLACED BATTERY POWER SUPPLY, OPERATIONAL CHECKS GOOD.									
3350 MALA	826MA 330	DHAV DHC8102				SIGN OL3071BPEGPL	BROKEN CABIN		3/26/98 MALA976064
DURING INSPECTION, EMERGENCY EXIT SIGN HAS BEEN BROKEN OFF, LOCATED NEXT TO SEAT 4E, UNIT STILL LIGHTS UP. MAINTENANCE REPLACED EXIT SIGN. OPS CHECK GOOD.									
3350 MALA	832MA 341	DHAV DHC8102				BULB MS25231316	FAILED CABIN		3/25/98 MALA976065
DURING INSPECTION, ROW 4 EMERGENCY LIGHT INOP. MAINTENANCE REPLACED LAMP. OPS CHECK GOOD.									
3350 MASA	445YV 445	DHAV DHC8202				WIRE 5918891	DAMAGED CABIN		2/27/98 MASA98042
FLT 4604 - DEN-GJT - DURING PREFLIGHT, PILOT REPORTED THE EMERGENCY LIGHTS WERE NOT WORKING PROPERLY. MAINTENANCE REPAIRED A WIRE TO THE FLGIHT ATTENDANTS EMERGENCY LIGHT SWITCH AND REPLACED THE DIODES. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	445YV 445	DHAV DHC8202				POWER SUPPLY 6038443	INOPERATIVE CABIN		2/27/98 MASA98040
FLT 7525 - DRO-DEN - AFTER DEBOARDING PASSENGERS IN DEN. PILOT TESTED EMERGENCY LIGHT SYSTEM, WHICH FAILED TO ILLUMINATED. MAINTENANCE REPAIRED A WIRE TO PIN AT DIODE AND REMOVED AND REPLACED BATTERIES. (M)									
3350 MASA	445YV 445	DHAV DHC8202				SWITCH 40005130003	FAILED CABIN		2/27/98 MASA98041
FLT 7621 - DEN-HDN - DURING PREFLIGHT, PILOT REPORTED THE EMERGENCY LIGHTS FLASHED IN FLIGHT. MAINTENANCE REMOVED AND REPLACED THE FLIGHT ATTENDANTS EMERGENCY LIGHT SWITCH. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	445YV 445	DHAV DHC8202				POWER SUPPLY 6038443	INOPERATIVE CABIN		3/1/98 MASA98045
FLT 7622 - HDN-DEN - PILOT REPORTED, AFT EMERGENCY EXIT SIGN WOULD NOT ILLUMINATE. AIRCRAFT WAS FERRIED TO GJT. MAINTENANCE REMOVED AND REPLACED THE POWER PACK. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	445YV 445	DHAV DHC8202				DIODES 5918891	FAILED CABIN		2/27/98 98ZZZM336
FLT 4604 - DEN-GJT - DURING PREFLIGHT, PILOT REPORTED THE EMERGENCY LIGHTS WERE NOT WORKING PROPERLY. MAINTENANCE REPAIRED A WIRE TO THE FLGIHT ATTENDANTS EMERGENCY LIGHT SWITCH AND REPLACED THE DIODES. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	449YV 449	DHAV DHC8202				BULB	FAILED CABIN		3/5/98 MASA98047
FLT 7662 - DEN-MTJ - CREW REPORTED ONE BULB BURNED OUT AT ROW 3 EMERGENCY TRACK LIGHTING. MAINTENANCE ACTION WAS DEFERRED PER MEL 33-11. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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3350 MASA	454YV 454	DHAV DHC8202				BULB OL6839BPEGPL	FAILED CABIN		3/5/98 MASA98049
DURING A ROUTINE LINE CHECK INSPECTION, MAINTENANCE PERSONNEL FOUND THE OVERHEAD CENTER EMERGENCY EXIT LIGHT WITH SEVERAL BULBS NOT ILLUMINATING. MAINTENANCE REMOVED AND REPLACED BULBS, OPS CHECK GOOD. (M)									
3350 QXEA	349PH 486	DHAV DHC8202				BULB MS25231316	FAILED CABIN		3/21/98 QXEA9800438
FORWARD LEFT EMERGENCY AIRSTAIR LIGHT INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
3425 SABA	883CC 162	DHAV DHC8102				GYRO 7003360941	FAILED E/E COMPT		2/6/98 SABA980010
CLT - FLT 5085 - ON FLT FROM CLT TO CVG, THE FIRST OFFICERS AHRS WENT OUT AND FLAGS WERE TRIGGERED. CREW RESET CIRCUIT BREAKERS. SYSTEM WAS STILL INOP. AIRCRAFT RETURNED TO CHALLOTTE AND LANDED WITH NO OTHER PROBLEMS. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND A BAD AHRS GYRO. REMOVED AND REPLACED GYRO. SYSTEM OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
6123 SABA	880CC 277	DHAV DHC8102				SWITCH ASSY 995236B35220	INTERNAL COCKPIT		2/23/98 SABA980014
CLT - FLT 5107 - ON FLIGHT FROM CLT TO AGS, AIRCRAFT ABORTED TAKEOFF DUE TO AUTOFEATHER SYSTEM WOULD NOT ARM. NO EMERGENCY WAS DELCARED. AIRCRAFT RETURNED TO PARKING RAMP. MAINTENANCE FOUND THE AUTOFEATHER SELECT SWITCH BAD. REMOVED AND REPLACED SWITCH, SYSTEM GROUND RUN AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
2424 EQGA	335PH 3013	DORNER DO328100				GCU 20040	TRIPPED LT ENGINE		2/19/98 98ZZM353
FLT 445 - DFW-CUU - APPROX 45 MINUTES INTO THE FLT, FLT WAS CLEARED TO CLIMB TO FL310. WHILE PASSING THROUGH FL280, CREW ENCOUNTERED A RT ALT FAILURE. FO ATTEMPTED TO RESET ALT BY PRESSING THE RT ALT BUTTON TO 'OFF' AND AGAIN TO 'ON'. ALT FAIL LIGHT REMAINED ON. CREW CONSULTED QRH FOR FOLLOW PROCEDURES AND PRESSED THE AC TIE BUTTON TO 'ON' TO ALLOW THE LT ALT TO PICK UP THE LOAD. CREW ALSO TURNED OFF WINDSHIELD HEATS. AS THE FLT LEVELED OFF AT FL310, CREW ENCOUNTERED LT ALT FAILURE. FO PRESSED THE AC TIE BUTTON TO 'OFF' AND ATTEMPTED TO RESET BOTH THE LT AND RT ALT WITH NEITHER COMING BACK ON LINE. CREW CONTACTED FLT CONTROL AND MX CONTROL AND RETURNED TO DFW. CENTER WAS BRIEFED OF THE SITUATION AND TH									
2424 EQGA	335PH 3013	DORNER DO328100				GCU 20040	TRIPPED RT ENGINE		2/19/98 98ZZM354
FLT 445 - DFW-CUU - APPROX 45 MINUTES INTO THE FLT, FLT WAS CLEARED TO CLIMB TO FL310. WHILE PASSING THROUGH FL280, CREW ENCOUNTERED A RT ALT FAILURE. FO ATTEMPTED TO RESET ALT BY PRESSING THE RT ALT BUTTON TO 'OFF' AND AGAIN TO 'ON'. ALT FAIL LIGHT REMAINED ON. CREW CONSULTED QRH FOR FOLLOW PROCEDURES AND PRESSED THE AC TIE BUTTON TO 'ON' TO ALLOW THE LT ALT TO PICK UP THE LOAD. CREW ALSO TURNED OFF WINDSHIELD HEATS. AS THE FLT LEVELED OFF AT FL310, CREW ENCOUNTERED LT ALT FAILURE. FO PRESSED THE AC TIE BUTTON TO 'OFF' AND ATTEMPTED TO RESET BOTH THE LT AND RT ALT WITH NEITHER COMING BACK ON LINE. CREW CONTACTED FLT CONTROL AND MX CONTROL AND RETURNED TO DFW. CENTER WAS BRIEFED OF THE SITUATION AND TH									
3150 EQGA	338PH 3029	DORNER DO328100				EICAS	MALFUNCTIONED COCKPIT		3/16/98 98ZZM355
DFW - FLT 193 - JUST AFTER RECEIVING CLEARANCE FOR POSITION AND HOLD AND BEFORE STARTING THE TAKEOFF ROLL HAD A MASTER CAUTION WITH EICAS MESSAGE 'PROXI SYSTEM' AND ALSO A BLUE STATUS MESSAGE 'HYD PROXI SINGLE' WITH AMBER MESSAGES ON THE HYDRAULIC SYSTEM PAGE 'PROXI LOCK FAIL' AND 'PROXI SYSTEM FAIL'. CREW CLEARED AIRCRAFT FROM RUNWAY AND PROCEEDED TO RETURN TO GATE. ON APPROACH TO GATE. ON APPROACH TO GATE, ALL CAUTIONS EXTINGUISHED. CREW RECEIVED CLEARANCE ONCE AGAIN AND AIRCRAFT DEPARTED WITHOUT INCIDENT. (M)									
5610 VNAA	459PS 3070	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WINDOW 001A561A0000201	SHATTERED FLIGHT DECK	47055	3/25/98 VNAA9803027
DURING THE DESCENT, THE RT FWD WINDSCREEN WAS STRUCK BY A BIRD. MX FOUND DAMAGE TO THE LT ENG NACELLE COWLINGS. THE FLAP HINGE FAIRING WAS DAMAGED. DAMAGE WAS FOUND ON THE LT PROPELLER SPINNER. MX INSPECTED AND REPLACED THE RT FWD COCKPIT WINDOW IAW DORNIER MM 56-11-00. THE ACFT WAS INSPECTED AND APPROVED FOR A FERRY FLT TO CAK TO COMPLETE REPAIRS. THE FERRY FLT WAS OPERATED WITHOUT ANY PROBLEMS. MX IN CAK REPLACED THE LT ENG CHIN COWLING AND REPAIRED THE SIDE COWLING, IAW DORNIER MM 71-60-03 AND DORNIER SPR 14850. THE SPINNER AND FLAP FAIRING WERE REPLACED IAW DORNIER MM 57-80-00 AND 61-10-00. OPERATION CHECKS WERE COMPLETED.									

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6120 VNAA	441JS 3059	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONNECTOR	DIRTY RT PCU		3/24/98 VNAA9803026
THE RIGHT HAND PROPELLER OVERSPEED TEST FAILED WHEN SELECTED, DURING TAXI CHECKS. THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE INSPECTED, CLEANED AND SECURED THE RIGHT HAND OVERSPEED GOVERNOR CANNON PLUG. OPERATIONAL CHECKS WERE COMPLETED IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 71-01-00-820.									
3231 FDEA	050FE 47804	DOUG DC1010F				LATCH	LACK OF LUBE MLG DOOR		3/26/98 98FDEA00221
98-0077 - AFTER GEAR RETRACTION ON TAKEOFF, THE RED RIGHT GEAR LIGHT STARTED FLICKERING ON BOTH PANELS. THE GEAR WAS RECYCLED IN ACCORDANCE WITH THE RED TABS. THE LIGHT REMAINED EXTINGUISHED. FAULT CODE 32-30 APR. FOUND RIGHT MLG DOOR LATCH ROLLER LINK BINDING, LUBED AND CLEANED. CHECKED MLG DOOR PROX SENSOR IAW M/M 32-61-03. OPS CKS NORMAL.									
3350 CALA	49082 47927	DOUG DC1030			ENGMAGNETICS	BATT CHARGER EMBS1392	INOPERATIVE CABIN	87682	3/28/98 CALA9800585
THE EMERGENCY EXIT LIGHTS WOULD NOT TEST, NO GREEN WHEN BUTTON PUSHED. THE LEFT AFT BATTERY CHARGER AND PACK WERE REMOVED AND REPLACED.									
5311 CALA	41068 47867	DOUG DC1030				FRAME	CRACKED BS 2140		3/26/98 CALA9800592
INSPECTION FOUND A 2 INCH CRACK IN FRAME AT STRINGER 2 STA 2140Y. A REPAIR WAS PERFORMED IAW SRM 53-30-00.									
5312 SCNA	572SC 46977	DOUG DC1010				BULKHEAD WEB	CRACKED BS 595		3/23/98 SCNA98026
DURING SCHEDULED MAINTENANCE, FOUR CRACKS WERE FOUND AT STA 595 LEFT HAND SIDE LONGERON 43 INBOARD OF AREA A REFERENCE NDI MANUAL 531003 FIGURE 1. AREA REPAIRED IN ACCORDNACE WITH DOUGLAS REWORK DRAWING SR105300647001.									
5313 AALA	131AA 46994	DOUG DC1010				LONGERON	CORRODED BS 816-822		2/19/98 AALA980375
TUL - CORROSION ON LONGERON 52 STA 816 TO STA 822 ON RT SIDE OF LONGERON. REMOVED AND REPLACED CORRODED LONGERON SECTION PER SRM 53-10-00. TST: 60,422 HOURS. CYCLES: 20,166. (X)									
5313 CALA	41068 47867	DOUG DC1030				LONGERON	CORRODED BS 1421-1441		3/23/98 CALA9800579
INSPECTION FOUND CORROSION ON LONGERON 30L BETWEEN STA 1421 TO 1441. THE CORRODED SECTION OF LONGERON WAS REMOVED AND REPLACEMENT LONGERON AND SPLICE WERE FABRICATED AND INSTALLED IAW SRM 53-10-00, FIGURE 2.									
5313 CALA	41068 47867	DOUG DC1030				LONGERON	CORRODED BS 1571-1711		3/26/98 CALA9800593
INSPECTION FOUND LONGERON 48L IN CENTER CARGO BAY CORRODED AT STA 1571 TO 1711. A NEW END CAP WAS FITTED TO LONGERON AND A NEW SECTION OF LONGERON WAS SPLICED IN IAW GMM 10-900-01.									
5313 CALA	41068 47867	DOUG DC1030				LONGERON	CRACKED BS 1129		3/26/98 CALA9800591
INSPECTION FOUND A 2 INCH CRACK IN LONGERON 36L AT FUSELAGE SKIN JOINT STA 1129. THE CRACKED SECTION OF LONGERON WAS REMOVED AND A NEW SECTION WAS FITTED IAW SRM 53-10-00.									
5313 CALA	41068 47867	DOUG DC1030				LONGERON	CORRODED BS 1521-1571		3/26/98 CALA9800590
INSPECTION FOUND LONGERON 46L CORRODED AROUND FASTENER HOLE ON END CAP AT SPLICE JOINT IN CENTER CARGO BAY AT STA 1521 TO 1571. A NEW END CAP WAS FITTED TO THE LONGERON IAW GMM 10-900-01.									

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5320 AALA	131AA 46994	DOUG DC1010				CHANNEL	CORRODED BS 875		2/19/98 AALA980383
FORMED SECTION (DOOR POCKET) U-CHANNEL IS CORRODED AT STA 875 LONGERON 38L TO LONGERON 43L (SLANT PANEL WALL). REPLACED CORRODED U-CHANNEL AT STA 875 LONGERON 38L TO LONGERON 43L PER SRM 51-01-00-05. (X)									
5320 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 1781-1779		2/18/98 AALA980376
CORROSION IN OMNI-ROLLER TRAY AFT END OF TRAY IN CORNER STA 1781 - STA 1779 AFT. FABRICATED NEW OMNI-ROLLER TRAY TRACK, ALODINED AND PRIMED, AND PAINTED NEW TRAY. REF: SRM 53-70-00 PAGE 29 VOL 1 AND SRM 51-21-01 VOL II, AND INSTALLED NEW TRACK IN FRAME. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				ANGLE	CORRODED BS 879-749		2/19/98 AALA980384
TUL - T-ANGLE FROM SLANT PANEL TO TRAY LBL 65 STA 879 TO STA 749 IS CORRODED. REPLACED CORRODED SECTION OF T-ANGLE PER SRM 51-01-00-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5400 CALA	14063 47864	DOUG DC1030				BRACKET	CORRODED NR 2 PYLON		3/22/98 CALA9800577
INSPECTION FOUND NR 2 PYLON UPPER PYLON TRAILING EDGE ATTACH BRACKET CORRODED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 54-32-02, 51-38-01, FIGURE 13, 51-21-01, 51-31-01.									
5511 FDEA	052FE 47806	DOUG DC1010F				SPAR CAP	CRACKED LT HORIZ STAB		3/27/98 98FDEA00222
LT HORIZONTAL STABILIZER REAR SPAR CAP FWD BARREL NUT HOLE HAS A 1.75 INCH CRACK INDICATION, STARTING .25 FROM THE TOP SURFACE AND GOING DOWN PAST THE BARREL NUT ON THE REAR WALL. REF EO 8-5510-7-3310. REMOVED NR 9 HORZ H-11 BOLT PER EA 8551036-004 FOR BARREL NUT HOLE INSP EDDY CURRENT INSP FOUND 1.75 CRACK. INSTALLED NEW H-11 BOLT 8 WASHERS REF EA 85510-36002. REMOVED AND REPLACED NUMEROUS HI-LOKS FOR CLEARANCE OF TOOLING AT NR 9 H-11 BOLT AREA.									
5754 FDEA	049FE 47803	DOUG DC1010F				RIB	CORRODED NR 2 LE SLAT		3/25/98 98FDEA00218
LEFT WING NR 2 LEADING EDGE SLAT, INBOARD CLOSURE RIB IS BADLY CORRODED ON THE INSIDE, EXFOILATED.									
2110 ARWA	802BN 45909	DOUG DC862				DUCT B125B	FAILED NR 3 TURBOCOMP		3/31/98 ARWA980311
AT 39,000 LOSS PRESSURIZATION, PROCED FOR EMERGENCY DESCENT. RETURNED TO MIAMI. AT ARRIVAL AIRCRAFT WILL NOT ACCEPT EXTERNAL POWER. FOUND CLAMP TO NR 3 T/C DUCT HAD FAILED, CAUSING DUCT TO COME LOOSE. RESECURED DUCT WITH NEW CLAMP AND PERFORMED OPS CHECK OF PRESSURIZATION SYSTEM. OPS CK'D NORMAL PER MM 21-30-01. REPAIRED WIRE IAW 21-51-00 AND REMOVED AND REPLACED EXTERNAL POWER RELAY. CHECK NORMAL IAW MM 24-40-0.									
2612 FXLA	508DC 45935	DOUG DC851				ELEMENT 2440832	CHAFING NR 2 ENGINE		3/6/98 98ZZM338
DURING CRUISE NR 2 ENGINE FIRE WARNING LIGHT AND BELL CAME ON. SHUT DOWN ENGINE AND FIRE WARNING CEASED. GROUND INSPECTION REVEALED NO EVIDENCE OF FIRE OR OVERHEAT. FOUND FIRE SENSE ELEMENT ON AFT COWLING CONTACTING CASE. REPOSITIONED ELEMENT AND SECURED. ENGINE TESTED OK. RETURNED AIRCRAFT TO SERVICE. (M)									
2711 ARWA	661AV 45969	DOUG DC863F				SWITCH H2024B	FAILED AILERON TAB		3/30/98 ARWA980310
DURING TAXI AND T/O CHECK, AILERON REVERSION LIGHT DID NOT GO OUT WITH THE AILERON POWER LEVEL ON. RECYCLED, NO HELP. REMOVED AND REPLACED AILERON MANUAL CONTROL INDICATING SWITCH, GROUND OPS CHECKED NORMAL PER MM 27-11-14.									
2750 RRXA	8177U 45983	DOUG DC871F				FITTING 5614376507	OVERSIZE HOLES LT TE FLAP		2/12/98 RRXA98042
DURING A MAINTENANCE VISIT, FOUND OVERSIZE HOLE TO LT FLAP LINK SUPPORT FITTING AT STA XF 339. REWORK TO 0.874/0.8762 B/P DAI HOLES. OPEN SUBJECT HOLES TO REMOVE MINIMUM MATERIAL, ENLARGE BOTH HOLES. FABRICATED AND INSTALLED 2 EACH BUSHINGS IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04269.									

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3350 IPXA	874UP 46074	DOUG DC873F				BATTERY PACK 5708458503	DISCHARGED CABIN		3/18/98 UPS98826152
EMERGENCY LIGHTS WILL NOT TURN OFF WITH SWITCH. REPLACED BATTERY PACK.									
3350 IPXA	894UP 46094	DOUG DC873F				BATTERY PACK 5708458503	DISCHARGED CABIN		3/26/98 UPS98826180
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHTS INOP. REPLACED EMERGENCY BATT PACK, SYSTEM OPS CHECK OK.									
5230 ARWA	1804 45896	DOUG DC862				LINK AE727102311	BENT CARGO DOOR		3/30/98 ARWA980309
ON OPENING OF MAIN CARGO DOOR FOUND FOUR LONG LINK ASSYS BENDING. REMOVED AND REPLACED 4 LONG LINK ASSY FOR FWD ACTUATOR END, FOUR ACT. AFT AND FWD IAW CARGO CONVERSION MM CHIP 7-08. OPS NORMAL ALL INDICATIONS NORMAL SEVERAL TIMES.									
5230 CKSA	870BX 46036	DOUG DC863F				SKIN	CORRODED CARGO DOOR		2/28/98 CKSA98201
DURING ROUTINE C-2 CHECK INSPECTION, FOUND B-PIT DOOR HAS CORROSION ON LOWER SEAL CHANNEL FWD LOWER TO AFT LOWER. REMOVED MINOR SURFACE CORROSION ON LOWER AFT CORNER AND AREA BETWEEN FWD AND AFT CORNER. .002 METAL REMOVED IS WITHIN LIMITS IAW DC8 SRM 52-2-0 FIG 6; CORROSION ON LOWER FWD CORNER WAS FOUND TO BE OUT OF LIMITS. FABRICATED REPAIR DOUBLER, DRILLED, DEBURRED, AND TREATED REPAIR DOUBLER. TREATED AND PRIMED ALL AFFECTED AREAS ON DOOR SEAL CHANNEL, INSTALLED REPAIR DOUBLER ON FWD LOWER CORNER IAW DC8 SRM 51-1-8, 51-1-21, 52-2-2. C-CHECK WORK CARD NUMBER 3007. NON-ROUTINE NR 05018 TASK NR X0065.									
5230 CKSA	870BX 46036	DOUG DC863F				SKIN	CRACKED CARGO DOOR		2/28/98 CKSA98176
DURING ROUTINE C-2 CHECK INSPECTION, FOUND A PIT DOOR INNER SKIN CRACKED 2 PLACES UPPER FWD CORNER. STOP DRILLED CRACK AND FABRICATED, HEAT-TREATED, TREATED AND PRIMED AND INSTALLED DOUBLER ON CRACK A-PIT DOOR INNER SKIN IAW DC8 SRM 51-1-1, 51-1-21, 52-4-1 PG 5. NON-ROUTINE NR 04424 TASK NR Y1557.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	CRACKED BS 1560		2/28/98 CKSA98183
DURING ROUTINE CPCP INSPECTION, FOUND LT FRAME CRACKED AT FS 1560. REMOVED CUSP FITTING AND CUT OUT CRACKED FRAME SEGMENT ON LT FRAME STA 1560. FABRICATED NEW FRAME SEGMENT AND DOUBLERS AND FILLERS IAW DC8 SRM 53-2-0 FIG 2 SHEET 4 VIEW J. HEAT TREATED 7075-0. 071 Z FRAME AND DOUBLER IAW DC8 SRM 51-1-1 PAR 1 THRU 4. TREATED AND PRIMED REPAIR PARTS Z FRAME SEGMENT, DOUBLERS AND FILLERS IAW DC8 SRM 51-1-8. INSTALLED CUSP FITTING IAW DC8 SRM 51-3-0. INSTALLED Z FRAME SEGMENT AND DOUBLERS ALONG WITH THE FILLER IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04832 TASK NR Y1282.									
5311 CKSA	870BX 46036	DOUG DC863F				FLANGE	CRACKED BS 420		2/28/98 CKSA98186
DURING ROUTINE CPCP INSPECTION, FOUND FRAME FLANGE CRACKED STA Y420 ABOVE LONGERON 36. REMOVED INTERCOSTAL AT FS 420 TO ACCESS DAMAGE AREA FROM LONGERON 35 TO 36RT. REMOVED DAMAGE, FABRICATED PLUG AND 2 REPAIR DOUBLERS IAW DC8 SRM 53-2-0 FIG 2. HEAT TREATED AND AGED PARTS IAW DC8 SRM 51-1-1. LOCATED AND DRILLED UP PARTS. TREATED AND PRIMED PARTS IAW DC8 SRM 51-1-8. INSTALLED REPAIR AT STA 420 IAW DC8 SRM 53-2-0 PAGE 2U/2V. REINSTALLED INTERCOSTAL BETWEEN STA 400 TO 420 IAW DC8 SRM 51-1-20D AND 51-1-21. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 03577 TASK NR Y0333.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 480		2/28/98 CKSA98182
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 480, 5.5 ABOVE UPPER CUSP AREA. PLUGGED HOLES, FAGED SHIM, ANGLE AND DRILLED RT FRAME AT FS 480 IAW COTNEY DWG NR D93-R15 AND DC8 SRM 51-1-21 AND 51-1-8. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04874 TASK NR Y1295.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 560		2/28/98 CKSA98181
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 560, 5.5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR ANGLE IAW COTNEY DWG NR D93-R02. HEAT TREATED AND AGED IAW DC8 SRM 51-1-1. PERFORMED CONDUCTIVITY TEST ON HEAT TREATED ANGLE IT TEST TO 7075-0. TREATED AND PRIMED REPAIR PARTS IAW DC8 SRM 51-1-8. INSTALLED REPAIR ANGLES ON RT FRAME AT FS 560 5.5 ABOVE UPPER CUSP AREA IAW COTNEY DWG NR D93-R02. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04877 TASK NR Y1298.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	CORRODED BS 240	2/28/98	CKSA98194
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION OF FLOOR FRAME STA 240 ABOVE LONGERON 35L A PIT. AFTER REMOVAL OF CORROSION FLOOR FRAME OUT OF LIMITS. FABRICATED REPAIR FILLER AND DOUBLERS IAW DC8 SRM 53-2-0 FIG 2. HEAT TREATED AND AGED PARTS IAW DC8 SRM 51-1-1. LOCATED AND DRILLED REPAIR PARTS. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED REPAIR IAW DC8 SRM 53-2-0 FIG 2 ON FS 240 ABOVE LONGERON 35 LT. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 02536 TASK NR X0029.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	CORRODED BS 180	2/28/98	CKSA98200
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION ON FWD FACE OF FRAME AT FS Y180 ABOVE LONGERON 34R. CORROSION REMOVAL BEYOND DC8 SRM LIMITS IAW DC8 SRM 51-1-8 AND 53-2-0 FIG 7. HEAT TREATED AND AGED DOUBLER IAW DC8 SRM 51-1-1. LOCATED AND DRILLED UP. FABRICATED DOUBLER IAW DC8 SRM 53-2-0 FIG 2. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED DOUBLER AT STA Y180 ABOVE LONGERON 34R IAW DC8 SRM 53-2-0 PAGE 2U/2V FIG 2, 51-1-20D AND 51-1-21. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 03424 TASK NR X0003.									
5312 CKSA	870BX 46036	DOUG DC863F				BULKHEAD ANGLE	BROKEN BS 1320	2/28/98	CKSA98189
DURING ROUTINE CPCP INSPECTION, FOUND BULKHEAD ATTACH ANGLE RT SIDE BETWEEN C AND D PITS FS 1320 HAS AREA BROKEN OUT AT TWO HOLES WHERE ATTACH ANGLE ATTACHES TO FRAME. REPAIRED BROKEN BULKHEAD ATTACH ANGLE RT SIDE BETWEEN C AND D PITS IAW DC8 SRM 53-2-0 FIG 1B AT FS 1320. CORROSION TASK CARD NUMBER 5590-0551. NON-ROUTINE NR 03382 TASK NR Y0171.									
5312 CKSA	870BX 46036	DOUG DC863F				BULKHEAD WEB	PUNCTURED 9G BULKHEAD	2/28/98	CKSA98190
DURING ROUTINE C-2 CHECK INSPECTION, FOUND NUMEROUS PUNCTURES ON LOWER END OF 9G BULKHEAD. FABRICATED REPAIR DOUBLERS TO REPAIR PUNCTURES ON LOWER END OF 9G BULKHEAD, DRILLED AND DEBURRED DOUBLERS AND BULKHEAD, TREATED, PRIMED AND INSTALLED DOUBLERS IAW DC8 SRM 53-2-0 FIG 1B SHEET 2, 51-1-8, AND 51-1-21. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 03224 TASK NR Y0026.									
5313 CKSA	870BX 46036	DOUG DC863F				LONGERON	CORRODED BS 285-315	2/28/98	CKSA98191
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION SPOT ON LT SIDE OF LONG 34 RT AT FS Y298 INSIDE DOOR CUT OUT. CORROSION REMOVAL IS BEYOND LIMITS OF DC8 SRM 53-2-0 FIG 1F. REMOVED SECTION OF LONG 34R FROM FS 285 TO 315 INSIDE DOOR CUTOUT. ALSO, REMOVED BATHTUB FITTING BETWEEN LONG 34R AND 35R AT FS 300 DUE TO CORROSION ON FITTING. REPLACED LONGERON AREA AND FABRICATED DOUBLERS PER DC8 SRM 53-2-2 FIG 10. REPLACED BATHTUB FITTING PER DC8 SRM 53-2-0 FIG 2D. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 05013 TASK NR X0064.									
5313 IPXA	836UP 45936	DOUG DC873F				LONGERON	CORRODED BS 220-240	3/11/98	UPS98826196
INSPECTION TYPE-C/CK, FWD LOWER CARGO L36 CORRODED, STA 220 TO 240. REMOVED CORROSION, REMOVED LONGERON BOTH HALVES AND LOCATED AND DRILLED NEW LONGERON HALVES IAW DC8 SRM 51-18, 53-2-0, 51-1-24, INSTALLED IAW DC8 SRM 51-1-20D.									
5313 IPXA	836UP 45936	DOUG DC873F				LONGERON	CORRODED BS 450	3/13/98	UPS98826197
INSPECTION TYPE-C/CK, FUSELAGE STATION 450 LONGERON 31 LEFT TP 31 RIGHT FINGER DOUBLER CORRODED. REMOVED DOUBLER, FABBED NEW ONE IAW DAC DWG 5755271. INSTALLED NEW DOUBLER IAW DC8 SRM 51-1-20D.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING	CRACKED BS 857	2/28/98	CKSA98178
DURING ROUTINE CPCP INSPECTION, FOUND FITTING CRACKED ON STA 857 FRAME RT SIDE 20 INCHES ABOVE CUSP. REMOVED FITTING FROM STA 857 FRAME, FABRICATED FITTING IAW DAC DWG NR 3779498. LOCATE AND PICKED UP ALL ATTACHMENT LOCATIONS IAW DC8 SRM 51-1-20D. TREATED AND PRIMED FITTING IAW DC8 SRM 51-1-8. INSTALLED FITTING AT FS 857 FRAME IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04992 TASK NR Y1448.									

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5320 CKSA	870BX 46036	DOUG DC863F				FITTING	MISDRILLED BS 600	2/28/98	CKSA98179
DURING ROUTINE CPCP INSPECTION, FOUND LT UPPER CUSP FITTING AT FS 600 DRILLED INTO. REMOVED LT UPPER CUSP FITTING AT FS 600. POSITION AND FITTED NEW CUSP FITTING IAW DC8 SRM 53-1-0. INSTALLED FITTING IAW DC8 SRM 51-3-0 AND 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04902 TASK NR Y1391.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING 37509392N	CORRODED BS 1000	2/28/98	CKSA98192
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION AND GOUGE MARK ON LT UPPER CUSP FITTING AT FS 1000. REMOVED OLD FITTING IAW DC8 SRM 53-1-0. DRILLED UP NEW FITTING ON LT UPPER CUSP AT FS 1000 IAW DC8 SRM 51-1-20D. INSTALLED NEW FITTING AT FS 1000 AT LT UPPER CUSP IAW DC8 SRM 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04823 TASK NR X0059.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING	CORRODED BS 288	2/28/98	CKSA98199
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. NR 1 T-BOLT BACK-UP FITTING CORRODED STA Y288. REMOVED NR 1 T BOLT BACK UP FITTING AT STA Y288. CLEANED AND PRIMED AREA IAW DC8 SRM 51-1-8. DRILLED NEW FITTING AND FABRICATED REPAIR SPLICES IAW DC8 SRM 53-2-0 PG 15 AND 16. INSTALLED FITTING ON STA Y288 IAW DC8 SRM 51-1-21D. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 03532 TASK NR X0014.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING 4597643IN	CORRODED BS 580	2/28/98	CKSA98193
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION ON UPPER CUSP FITTING AT FS 580 LT. REMOVED UPPER CUSP FITTING AT STA 580 LT. CORROSION EVALUATION BEYOND LIMITS IAW DC8 SRM 53-2-0. TREATED AND PRIMED AREA IAW DC8 SRM 51-1-8. INSTALLED NEW FITTING IAW DC8 SRM 51-1-20, 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04816 TASK NR X0057.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING	CRACKED BS 902	2/28/98	CKSA98177
DURING ROUTINE CPCP INSPECTION, FOUND FITTING CRACKED ON STA 902 FRAME RT SIDE 20 INCHES ABOVE CUSP. REMOVED DAMAGED FITTING, FABRICATED NEW FITTING IAW DAC DWG NR 3779498. DRILLED UP NEW FITTING PER DC8 SRM 53-1-0 AND 51-1-20D. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FITTING PER DC8 SRM 53-1-0 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04795 TASK NR Y1254.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING 3642974502	CORRODED BS 680	2/28/98	CKSA98197
DURING ROUTINE CPCP INSPECTION, FOUND CORROSION ON FRAME TO SPAR FITTING CENTER WING UPPER SKIN UNDER CUSP RIGHT SIDE STA680 X=-64. REMOVED CORROSION IAW DC8 SRM 51-1-8, FOUND TO BE OUT OF LIMITS IAW DC8 SRM 53-2-0 FIG 1F. REMOVED FITTING AND REPLACED WITH NEW FITTING IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 2000-0551. NON-ROUTINE NR 02199 TASK NR X0021.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING	CORRODED BS 340	2/28/98	CKSA98198
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION ON FITTING AT FS 340 BETWEEN LONGERON 34R AND 35R. CORROSION IS OUT OF LIMITS. REMOVED FITTING FROM STA 340 BETWEEN L34R AND 35R. CUT NEW FITTING, FABRICATED SPLICES IAW DC8 SRM 53-2-0 FIG 2D. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FITTING IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 03824 TASK NR X0016.									
5320 CKSA	870BX 46036	DOUG DC863F				FITTING	MISDRILLED BS 1000	2/28/98	CKSA98184
DURING ROUTINE CPCP INSPECTION, FOUND HOLES DRILLED INTO RT UPPER CUSP FITTING AT FS 1000. REMOVED AND REPLACED CUSP FITTING AT FS 1000 IAW DC8 SRM 51-1-20D AND 51-3-0. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04793 TASK NR Y1252.									
5320 CKSA	870BX 46036	DOUG DC863F				SPLICE	CORRODED BS 1050	2/28/98	CKSA98166
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION ON DOUBLER FS 1050 LONG 31LT. CLEANED CORROSION ON SPLICE PLATE IAW DC8 SRM 51-1-8. CORROSION REMOVAL OUT OF LIMITS IAW DC8 SRM 53-2-0 FIG 1F. REMOVED SPLICE PLATE IAW DC8 SRM 51-1-20D AND 51-1-21. FABRICATED REPLACEMENT SPLICE PLATE IAW DOUGLAS DWG 5779936 AND DC8 SRM 53-4-1 FIG 44 SHEET 1 PAGE 161. TREATED AND PRIMED SPLICE PLATE IAW DC8 SRM 51-1-8. INSTALLED SPLICE PLATE IAW DC8 SRM 51-1-20D AND 51-1-21. CORROSION TASK CARD NUMBER 5590-0551. NON-ROUTINE NR 04613 TASK NR X0043.									

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5320 RRXA	8177U 45983	DOUG DC871F				ANGLE 565192744	MISDRILLED BS 1766		2/2/98 RRXA98039
DURING A MAINTENANCE VISIT, FOUND ADDITIONAL DRILLING HOLES IN THE FUSELAGE TO VERTICAL ATTACHMENT ANGLE AT STA 1766. REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED FILLER AND REPAIR DOUBLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04249 AND DC-8 SRM 53-2-5 FIGURE 16A SHEET 1.									
5320 RRXA	8177U 45983	DOUG DC871F				ANGLE	CORROSION BS 290		2/5/98 RRXA98041
DURING A MAINTENANCE VISIT, FOUND LONGERON 34 RIGHT, STA 290 TO STA 310, OUTBD ANGLE IS CORRODED BEYOND LIMITATIONS IAW DC-8 SRM. CUT OUT DAMAGE SECTION BETWEEN STA 290 AND STA 310. FABRICATED AND INSTALLED REPAIR DOUBER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04251 AND DC-8 SRM 53-2-0 FIGURE 1B.									
5320 RRXA	8177U 45983	DOUG DC871F				JAMB 5616520244	CORROSION BS 560		2/2/98 RRXA98040
DURING A MAINTENANCE VISIT, FOUND DOOR JAMB WEB AT STA 560 HAS EXFOLIATION CORROSION. CORROSION IS 100 PERCENT THROUGH WEB IN THE CORNER RADIUS. REMOVED DAMAGED WEB, FABRICATED AND INSTALLED NEW WEB AND REPAIR STRAP IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04250 AND 51-1-8.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED BS 300		3/14/98 UPS98826201
INSPECTION TYPE-C/CK, ZEE FITTING CORRODED, STA 300, LONGERON 32-33 LEFT. REMOVED FITTING, DRILLED AND INSTALLED NEW ONE IAW DC8 SRM 51-1-20D.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED BS 1170		3/12/98 UPS98826203
INSPECTION TYPE-C/CK, ALC C-3 DOOR LOWER JAMB BACKUP FITTING CORRODED, STA 1170. REMOVED Z-FITTING, DRILLED AND INSTALLED IAW DC8 SRM 51-1-8, AND 51-1 20D, 2 NEW FITTING. REMOVED CORROSION FROM A THIRD FITTING, ALODINED AND PRIMED IAW DC8 SRM 51-1-8.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED BS 270		3/14/98 UPS98826202
INSPECTION TYPE-C/CK, ZEE FITTING STA 270, LONGERON 33-34 RIGHT CORRODED. REMOVED FITTING, DRILLED AND INSTALLED NEW ONE IAW DC8 SRM 51-3-2, 51-1-20D, AND 51-1-8.									
5330 CKSA	870BX 46036	DOUG DC863F				SKIN	DAMAGED BS 320-330		2/28/98 CKSA98187
DURING ROUTINE CPCP INSPECTION, FOUND SKIN TORN DAMAGE TOP OF DOOR CUT OUT BOX FS 320 TO 330 ABOVE LONGERON 35 RT. ROUTED OUT DAMAGED AREA AT FS 320 TO 330 LONGERON 35 RT. FABRICATED FILLER AND REPAIR DOUBLER IAW DC8 SRM 53-2-0 FIG 1D. TREATED AND PRIMED PARTS IAW DC8 SRM 51-1-8. INSTALLED REPAIR IAW DC8 SRM 53-2-0 AND 51-1-21. CORROSION TASK CARD NUMBER 5570-0551. NON-ROUTINE NR 03455 TASK NR Y0237.									
5330 CKSA	870BX 46036	DOUG DC863F				SKIN	CORRODED BS 980		2/28/98 CKSA98185
DURING ROUTINE C-2 CHECK INSPECTION, FOUND LEFT WHEEL WELL BARE METAL WITH SLIGHT CORROSION ON TOP OF LONGERON 24 STA 980 AROUND 2 AFT BOLT HEADS. REMOVED CORROSION IAW DC8 SRM 51-1-8. FOUND CRACK AT FS 980 ON LONGERON. STOP DRILLED CRACK, FABRICATED REPAIR DOUBLER AND SHIM IAW DC8 SRM 53-2-2 FIG 5 SHEET 9. TREATED AND PRIMED REPAIR PARTS AND AFFECTED AREA ON LONGERON 24LT IAW DC8 SRM 51-1-8. INSTALLED REPAIR AT FS 980 LONGERON 24 LT IAW DC8 SRM 53-2-2 FIG 5 SHEET 9. C-CHECK WORK CARD NUMBER 3010. NON-ROUTINE NR 02476 TASK NR Y0875.									
5330 RRXA	8177U 45983	DOUG DC871F				SKIN	CORROSION BS 1400-1440		1/16/98 RRXA98038
DURING A MAINTENANCE VISIT, FOUND LOWER FUSELAGE SKIN CRACKED AND CORRODED AT STA 1400 TO 1440 AND LONGERONS 31R TO 36. REMOVED DAMAGED SECTION BY CUTOUT. TREATED AREA IAW DC-8 SRM 51-1-8. FABRICATED REPAIR DOUBLER AND FINGER DOUBLERS AND INSTALLED IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04148 AND DC-8 SRM 53-4-1 FIGURE 17 ITEM B.									
5330 IPXA	836UP 45936	DOUG DC873F				SKIN	CORRODED FUSELAGE		3/13/98 UPS98826198
INSPECTION TYPE-C/CK, REMOVED AND REPLACED FWD INTERNAL SKIN DOUBLER. REMOVED DOUBLER, FABBED NEW ONE IAW DC8 SRM 51-1-24. NEW DOUBLER TO BE INSTALLED ON UPS NR 522669.									

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5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 1130		2/28/98 CKSA98172
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 1130, BL 24RT. CUT THE DAMAGED SEAT TRACK AT STA 1130 BL 24RT TO FIT PLUGS AND CHANNELS. INSTALLED THE PLUGS AND CHANNELS FIT IN TRACK STA 1130, BL 24RT IAW DC8 SRM 53-2-3 FIG 6D. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE 04473 TASK NR Y1584.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 1310		2/28/98 CKSA98167
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 1310, BL 24RT. REMOVED DAMAGED CARGO TRACK AT STA 1310, BL 24RT TO FIT PLUGS. CORROSION TREATED, PRIMED IAW DC8 SRM 51-1-8. INSTALLED CHANNELS AND PLUGS ON TRACK STA 1310, BL 24RT IAW DC8 SRM 53-2-3 FIG 6D SHEET 1. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04474 TASK NR Y1585.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 870		2/28/98 CKSA98168
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 870, BL 0. CUT OUT DAMAGED AREA OF SEAT TRACK 2 PLACES FOR PLUG REPAIR IAW DC8 SRM 53-2-3. TREATED AND PRIMED AREA IAW DC8 SRM 51-1-8. INSTALLED PLUG REPAIRS IAW DC8 SRM 53-2-3 AT STA 870. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04475 TASK NR Y1586.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 680		2/28/98 CKSA98169
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 680, BL 0. REMOVED 2 SECTIONS OF WORN SEAT TRACK, STA 680, BL 0. INSTALLED TWO TRACK PLUGS IAW DC8 SRM 53-2-3 FIG 6D SHEET 1 AND DC8 SRM 51-3-0. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04476 TASK NR Y1587.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK 36575011	WORN LT COCKPIT		2/28/98 CKSA98188
DURING ROUTINE C-2 CHECK INSPECTION, FOUND CAPT'S UPPER SEAT TRACKS WORN. REMOVED AND REPLACED BOTH FWD SEAT TRACK T'S AT CAPT'S POSITION IAW DC8 SRM 53-1-0 AND 51-1-20D. INSTALLATION OK. AFTER CAPT'S SEAT INSTALLATION SEAT TRACK AND SEAT OPERATES GOOD AT ALL LOCKING DETENTS IAW DC8 SRM 53-1-0 AND 51-1-20D AND ALSO DC8 MM 25-11-0. C-CHECK WORK CARD NUMBER 0051. NON-ROUTINE NR 03442 TASK NR Y0225.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	BROKEN CABIN		2/28/98 CKSA98171
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK LUGS BROKEN AT BEAR TRAP POSITION BETWEEN COMP 1 AND 2 BL 24RT. ROUTED OUT BROKEN LUGS AT BEAR STRAP BETWEEN COMP 1 AND 2 BL24RT TO INSTALL PLUGS. INSTALLED PLUGS WITH SCREWS IAW SRM 53-2-3 FIG 6D AND DC8 SRM 51-3-0. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 05801 TASK NR Y1604.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 770		2/28/98 CKSA98173
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 770 BL 24RT. CUT WORN OUT SEAT TRACK AT STA 770, BL 24RT. INSTALLED CHANNELS AND SEAT TRACK IAW DC8 SRM 53-2-3 FIG DG. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04472 TASK NR Y1583.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 860		2/28/98 CKSA98174
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 860, BL 45RT. REMOVED THE DAMAGED CARGO TRACK AT STA 860, BL 45RT. CORROSION TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED CHANNELS AND PLUGS ON CARGO TRACK AT STA 860 BL 45RT IAW DC8 SRM 53-2-3 FIG 6D SHEET 1. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04471 TASK NR Y1582.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 1400		2/28/98 CKSA98175
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 1400, BL 45RT. CUT OUT DAMAGED AREA 2 PLACES FOR PLUG REPAIR AT STA 1400 BL 45RT IAW DC8 SRM 53-2-3. TREATED AND PRIMED AREA OF REPAIR IAW DC8 SRM 51-1-8. INSTALLED PLUG REPAIRS IAW DC8 SRM 51-2-3 FIG 6D AT STA 1400. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04470 TASK NR Y1581.									

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5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	CORRODED COCKPIT		2/28/98 CKSA98196
DURING ROUTINE C-2 CHECK INSPECTION, FOUND COCKPIT FLOOR TRACK SECOND OBSERVERS SEAT AFT TRACK HAS CORROSION AROUND FASTENERS. REMOVED AND REPLACED AFT FLOOR TRACK AT SECOND OBSERVERS SEAT IAW DC8 SRM 51-1-21. SEAT TRACK DRILLED IAW DAC DWG NR 3657504. PRIMED TRACK IAW DC8 SRM 51-1-8 AND 51-3-0. C-CHECK WORK CARD NUMBER 0051. NON-ROUTINE NR 02258 TASK NR X0027.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	CORRODED COCKPIT		2/28/98 CKSA98195
DURING ROUTINE C-2 CHECK INSPECTION, FOUND COCKPIT FLOOR TRACK SECOND OBSERVERS SEAT FWD TRACK HAS CORROSION AROUND FASTENERS. REMOVED AND REPLACED FWD FLOOR TRACK AT SECOND OBSERVERS SEAT IAW DC8 SRM 51-1-21. SEAT TRACK DRILLED IAW DAC DWG NR 3657504. PRIMED IAW DC8 SRM 51-1-8. C-CHECK WORK CARD NUMBER 0051. NON-ROUTINE NR 02284 TASK NR X0028.									
5347 CKSA	870BX 46036	DOUG DC863F				SEAT TRACK	WORN BS 1220		2/28/98 CKSA98170
DURING ROUTINE C-2 CHECK INSPECTION, FOUND SEAT TRACK WORN, STA 1220 BL 45 LT. REMOVED DAMAGE FROM SEAT TRACK TO FLT TRACK PLUGGED IAW DC8 SRM 53-2-3 FIG 6D. PRIMED AND INSTALLED IAW DC8 SRM 53-2-3 FIG 6D. C-CHECK WORK CARD NUMBER 0060. NON-ROUTINE NR 04477 TASK NR Y1588.									
5730 CKSA	870BX 46036	DOUG DC863F				SKIN	DAMAGED WS 710		2/28/98 CKSA98180
DURING ROUTINE C-2 CHECK INSPECTION, FOUND RT WING L/E STA XFS710 LOWER SEAM SCREW HEADS PULLED THROUGH L/E SKIN. FABRICATED FILLER PLATE FROM 7075-T6 .063 IAW SRM 57-2-1 FIG 2H PG 15 AND INSTALLED REPAIR ON RT WING L/E STA XFS710 LOWER SEAM SCREWS IAW SRM 57-2-1 FIG 2H PG 15. C-CHECK WORK CARD NUMBER 03766. NON-ROUTINE NR 04960 TASK NR Y1380.									
5730 IPXA	836UP 45936	DOUG DC873F				SKIN	CRACKED WS 700		3/9/98 UPS98826199
INSPECTION TYPE-C/CK, CRACKS AT 2 SCREW HOLES, LEFT HAND LEADING EDGE AT XFS 700, BOTTOM OF LEFT WING. FABBED REPAIR DOUBLER AND INSTALLED WITH RIVETS IAW UPS EO 5720 4082.									
7120 FXLA	507DC 45855	DOUG DC851				ARM 37707451	BROKEN NR 4 ENGINE	51047	2/16/98 98ZZM346
DURING 'A' CHECK, FOUND LEFT ARM OF NR 4 ENGINE MOUNT ASSEMBLY BROKEN IN THE THREADED AREA AND NUT MISSING, REF DACO IPC 71-20-0 FIG 16 ITEM 65 AND 30). REPLACED AFT ENGINE MOUNT ASSEMBLY AND RETURNED AIRCRAFT TO SERVICE. (M)									
7230 TC8A	181SK 45910	DOUG DC862	PWA JT3D3B			COMPRESSOR	STALLED ENGINE		3/25/98 TC8A98016
ABORTEDTAKEOFF DUE TO LOUD NOISE. RAN ENGINES 1, 2, 3, 4 WITH ANTI-ICE AND BLEED VALVES ON, BLEED VALVE OPS CHECKED NORMAL IAW MIP CHPT 2 71-00.									
7230 TC8A	181SK 45910	DOUG DC862	PWA JT3D3B			COMPRESSOR	STALLED NR 2 ENGINE		3/28/98 TC8A98017
REJECTED TAKEOFF AT 80 KNOTS DUE TO COMPRESSOR STALL NR 2 ENGINE. MAX THRUST WAS USED, 1.90 EPR. INSPECTED INLET AREA, EXHAUST AREA AND INNER STAGE BLEED VALVE, NO DEFECTS NOTED. RUN-UP ENGINES, ACCOMPLISHED BY CAPTAIN, BLEED VALVES OFF, BLEED VALVES ON AND ANTI-ICE VALVES ON. OPERATION OF BLEED VALVE CLOSSES AT 58 PERCENT N1. RUN-UP OK, OPERATION VALVE, NO DEFECTED NOTED IAW MM 71-00.									
7230 RRXA	8177U 45983	DOUG DC871F				PANEL 565174759	TORN NR 2 ENGINE		2/6/98 RRXA98043
DURING A MAINTENANCE VISIT, FOUND NR 2 ENGINE FAN CASE, RT SIDE, AFT THE CLOSE-OUT PANEL ATTACHED TO THE AFT END OF THE STRUT AT 3:00 POSITION WAS SNAGGED DURING ENGINE HOIST, PART WAS TORN ON UPPER FLANGE. REMOVED DAMAGED PANEL, FABRICATED AND INSTALLED NEW PANEL IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04197.									

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8011 IPXA	818UP 46108	DOUG DC873F	CFM56			STARTER 35051542	FAILED NR 1 ENGINE		3/26/98 UPS98826182
ENGINE NR 1 SHUTDOWN DUE TO OIL LOSS. REPLACED STARTER. FOUND STARTER SHEARED AND INTERNALLY FAILED. SHAFT AREA HAD DAMAGE ON STARTER.									
2560 MWEA	600ME 45725	DOUG DC914				COVER 5917689103	LOOSE DOOR SLIDE		3/26/98 MWEA98377
THE FORWARD ENTRY DOOR SLIDE COVER FOUND LOOSE. MTC SECURED SLIDE COVER.									
2560 MWEA	206ME 47791	DOUG DC932				SMOKE GOGGLE COCKPIT	CRACKED COCKPIT		3/28/98 MWEA98378
FOUND SMOKE GOGGLE COMPARTMENT FULL OF WATER. MTC DRAINED COMPARTMENT AND REMOVED AND REPLACED CRACKED GOGGLE.									
2560 MWEA	207ME 47794	DOUG DC932				GIRT BAR 11320	LACK OF LUBE GALLEY DOOR		3/17/98 MWEA98379
THE RIGHT GALLEY GIRT BAR IS DIFFICULT TO PUT IN THE ARMED POSITION. MTC CLEANED AND LUBED GALLEY DOOR GIRT BAR.									
2560 MWEA	502ME 48132	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		3/27/98 MWEA98380
THE GALLEY SLIDE COVER CAME OFF. MTC RESECURED GALLEY SLIDE COVER.									
2565 HALA	601AP 47658	DOUG DC951				O-RING 1A23133	FAILED CABIN DOOR SLIDE		2/9/98 HALA9800062
FLT 158 - HNL - FORWARD SERVICE DOOR SLIDE DID NOT DEPLOY PRESS ZERO. INSPECTION OF BOTTLE REVEILED THE MAIN 'O' RING COULD HAVE CAUSED THE PRESSURE TO LEAK OUT OF THE BOTTLE. WHEN A NEW BOTTLE WAS INSTALLED AND SLIDE TESTED, IT DEPLOYED AS ADVERTISED. REMOVED AND REPLACED RIGHT FWD DOOR SLIDE. (M)									
2750 NWAA	925US 47472	DOUG DC932				CONTROL VALVE 59268805001	FAILED TE FLAP SYSTEM	24332 1303	3/26/98 9805139925
FLAPS INDICATED 5 DEGREES WITH FLAP HANDLE SELECTED UP AFTER TAKEOFF. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED FLAP CONTROL VALVE AND RIGGED SYSTEM, LEAK AND OPERATIONAL CHECK NORMAL.									
3230 GAIA	563PC 47055	DOUG DC915F				CONTROL CABLE	ICED UP RT MLG WW		2/24/98 GAIA9822
KHA - FLT 805 - SFO-SEA - ON APPROACH TO SEA THE FLIGHT CREW FOUND THE LANDING GEAR HANDLE STUCK IN THE UP POSITION. THE CREW ELECTED TO USE ALTERNATE GEAR EXTENSION PROCEDURES AND MADE AN UNEVENTFUL LANDING. INSPECTION FOUND A BLOCK OF ICE HANGING ON THE LANDING GEAR CONTROL VALVE CABLES. THE ICE WAS REMOVED THE CABLE WERE LUBED AND A RETRACTION TEST WAS PERFORMED WITH NO DEFECTS NOTED. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3244 A3L2		DOUG C9A				TIRE 40X1424PR225	FAILED WHEEL		12/16/97 A3L297124
TIRE HAD THREAD SEPARATION. PRELIMINARY ANALYSIS REVEALED DEFECTIVE COAT STOCK MATERIAL USED. (X)									
3246 A3L3		DOUG DC983			BENDIX 26088911	BOLT 2601483	FAILED WHEEL		12/16/97 A3L397123
INSPECTION FOUND FATIGUE RELATED FAILURE. SUSPECT INSUFFICIENT PRELOAD TORQUE. SUBMITTER SUGGESTED USING SNUG ANGLE TORQUE METHOD. (X)									
3260 NWAA	759NW 47287	DOUG DC941				SENSOR	MALFUNCTIONED NLG		3/30/98 9805239759
DURING APPROACH, NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON WITH NO GREEN INDICATION AFTER GEAR EXTENSION. CREW RECYCLED GEAR AND NORMAL INDICATIONS WERE ACHIEVED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED NOSE GEAR PROXIMITY SENSOR, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	3310L 45705	DOUG DC914				BATTERY	DISCHARGED CABIN		3/29/98 9805079178
DURING LINE CHECK, FOUND OVERHEAD EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 MWEA	400ME 45727	DOUG DC914				LIGHT 08199	CRACKED CABIN		3/24/98 MWEA98376
THE EMERGENCY FLOOR TRACK LIGHTS HAVE A SMALL PIECE CRACKED OUT AT SEATS 7CD. MTC REMOVED AND REPLACED EMERGENCY FLOOR TRACK LIGHT COVER SECTION FROM SEAT ROW 4CD TO 7CD.									
3350 NWAA	948L 47049	DOUG DC914				WIRING	BROKEN CABIN		3/30/98 9805249139
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN EMERGENCY ESCAPE PATH LIGHTING INOPERATIVE. REPAIRED WIRING TO LIGHTING, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8921E 45836	DOUG DC931				WIRE HARNESS	FAILED CABIN		3/25/98 9805179928
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN EMERGENCY LIGHT INOPERATIVE. REPLACED SEAT HARNESS FOR EMERGENCY LIGHT, OPERATIONAL CHECK NORMAL.									
3350 NWAA	918RW 47158	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		3/25/98 9805169953
FLIGHT ATTENDANT REPORTED FORWARD EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	921RW 47164	DOUG DC931				FUSE	BLOWN CABIN		3/26/98 9805159954
DURING LINE MAINTENANCE INSPECTION, FOUND GALLEY DOOR AND FORWARD CABIN FLOOR PROXIMITY EMERGENCY LIGHTS WOULD NOT TEST. REPLACED FUSE AT GALLEY DOOR AND REPAIRED CRIMPED WIRE AT ROW 2 FOOTREST, OPERATIONAL CHECK NORMAL.									
3350 NWAA	921RW 47164	DOUG DC931				FUSE	BLOWN CABIN		3/25/98 9805149954
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY EXIT SIGN AT GALLEY DOOR INOPERATIVE. REPLACED FUSE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	1309T 47316	DOUG DC931				FUSE	BLOWN CABIN		3/27/98 9805189944
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN EMERGENCY LIGHTS INOPERATIVE. REPLACED FUSE, OPERATIONAL CHECK NORMAL.									
3350 USAA	959VJ 47352	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		3/8/98 USAAD98040
IND - THE CEILING EMERGENCY LIGHTS FOR ROWS 14-18 WERE WEAK. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERY. (M)									
3350 ABXA	941AX 47419	DOUG DC931				BATTERY 41B0048D07G3	DISCHARGED CABIN		3/23/98 ABXA9800254
COCKPIT EMERGENCY LIGHTS WERE INOPERATIVE. REPLACED COCKPIT EMERGENCY LIGHT BATTERIES, OPS CHECKED GOOD.									
3350 USAA	936VJ 48116	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		3/7/98 USAAD98039
IND - THE CEILING EMERGENCY LIGHTS FOR ROWS 14-18 WERE WEAK. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERY. (M)									

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3350 USAA	924VJ 48144	DOUG DC931				POWER SUPPLY 60030451LB	INOPERATIVE CABIN	3/9/98	USAAD98041
CMH - THE TAIL COMPARTMENT EVACUATION LIGHTS WERE INOPERATIVE. MAINTENANCE REPLACED THE EVACUATION LIGHT POWER SUPPLY. (M)									
3350 NWAA	603NW 47101	DOUG DC932				BATTERY	DISCHARGED CABIN	3/30/98	9805269603
FLIGHT ATTENDANT REPORTED, FORWARD EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	615NW 47129	DOUG DC932				WIRE HARNESS BR963150	FAILED CABIN	3/30/98	9805279615
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHT AT ROW 13 INOPERATIVE. REPLACED WIRE HARNESS ASSEMBLY, OPERATIONAL CHECK NORMAL.									
3350 MWEA	301ME 47190	DOUG DC932				BATTERY PACK 60030431	DISCHARGED CABIN	3/28/98	MWEA98382
DURING SERVICE CHECK, FOUND CABIN EMERGENCY LIGHTS FORWARD OF EMERGENCY EXIT SEATS ON WITH POWER OFF. MTC REMOVED AND REPLACED FORWARD EMERGENCY BATTERY PACK.									
3350 NWAA	605NW 47223	DOUG DC932				FUSE	BLOWN CABIN	3/29/98	9805199605
DURING PERIODIC CHECK, FOUND EMERGENCY LIGHTS AT FORWARD GALLEY DOOR AND BETWEEN ROWS 1 THRU 4 INOPERATIVE. REPLACED FUSE IN EMERGENCY EXIT SIGN AT FORWARD GALLEY DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	751NW 47115	DOUG DC941				BATTERY PACK	DISCHARGED CABIN	3/26/98	9805099751
DURING LINE CHECK, FOUND WING/NACELLE EMERGENCY LIGHTING INOPERATIVE. MAINTENANCE REPLACED RELAY R2-213, BATTERY PACKS AND RELAMPED LIGHTS, OPERATIONAL CHECK NORMAL.									
3350 NWAA	769NC 47757	DOUG DC951				BATTERY PACK	DISCHARGED CABIN	3/26/98	9805089860
DURING LINE CHECK, FOUND ONE SECTION OF CEILING EMERGENCY EXIT LIGHTING INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	784NC 48109	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN	3/29/98	9805119875
DURING LINE CHECK, FOUND THE FIRST SECTION OF CABIN EMERGENCY PROXIMITY LIGHTING INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY AND BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	786NC 48148	DOUG DC951				BATTERY PACK	DISCHARGED CABIN	3/28/98	9805059877
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS IN VENTRAL STAIR AREA INOPERATIVE. MAINTENANCE REPLACED 3 BATTERY PACKS, OPERATIONAL CHECK NORMAL.									
3350 NWAA	786NC 48148	DOUG DC951				BATTERIES	DISCHARGED CABIN	3/30/98	9805259877
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	602RC 48055	DOUG DC982				LIGHT	BROKEN CABIN	3/27/98	9805069302
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHT PLATE BROKEN AT AT MAIN CABIN DOOR 1R. MAINTENANCE REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	309RC 48088	DOUG DC982				MODULE	BROKEN CABIN		3/29/98 9805109307
DURING LINE CHECK, FOUND FLOOR TRACK EMERGENCY EXIT PROXIMITY LIGHTING INOPERATIVE AT SEAT ROW 30. MAINTENANCE REPLACED LIGHT MODULE ASSEMBLY, OPERATIONAL CHECK NORMAL.									
3350 ASAA	931AS 49232	DOUG DC982				BATTERIES	DISCHARGED CABIN		3/10/98 ASAA9880047
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHT FROM ROWS 19 TO 22 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	940AS 49825	DOUG DC982				SPLICE	DEFECTIVE CABIN		2/7/98 ASAA9880026
PDX - PRIOR TO DEPARTURE OF FLT 498, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS IN THE FWD CABIN WERE INOPERATIVE. REPLACED SPLICE IN WIRING AT ROW 3 AND OPERATED NORMALLY. (M)									
3350 ASAA	940AS 49825	DOUG DC982				WIRE	CHAFFED CABIN		3/10/98 ASAA9880048
LAX - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE AFT CABIN WERE FOUND INOPERATIVE. REPAIRED CHAFFED WIRE IN FLOOR TRACK AND OPERATED NORMALLY. (M)									
3350 ASAA	941AS 49925	DOUG DC982				GROUND	LOOSE CABIN		3/3/98 ASAA9880039
SEA - DURING MAINTENANCE CHECK, THE R-1 DOOR OVERHEAD EMERGENCY LIGHTS FLICKERED. RESECURED LOOSE GROUND STUD AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	947AS 53020	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		2/23/98 ASAA9880033
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS AT ROWS 24R AND 26L WERE INTERMITTENT. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	947AS 53020	DOUG DC983				LIGHT 0105606003	BROKEN CABIN		2/15/98 ASAA9880027
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE INOPERATIVE. REPLACED LIGHT ASSEMBLY AT ROW 3 AND OPERATED NORMALLY. (M)									
3350 ASAA	949AS 53022	DOUG DC983				WIRING	DISCONNECTED CABIN		3/1/98 ASAA9880037
SEA - FLT 232 - PRIOR TO DEPARTURE, THE EMERGENCY FLOOR TRACK LIGHTS IN THE FIRST CLASS CABIN WERE INOPERATIVE. REPAIRED FLOOR TRACK WIRING IN FIRST CLASS CABIN AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	949AS 53022	DOUG DC983				BATTERIES	DISCHARGED CABIN		3/1/98 ASAA9880036
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE FIRST CLASS CABIN WERE INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	969AS 53063	DOUG DC983				LIGHT 1001191	DEFECTIVE CABIN		2/5/98 ASAA9880025
PDX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND DIM. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									

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3350 ASAA	962AS 53076	DOUG DC983				BATTERIES	DISCHARGED CABIN		2/26/98 ASAA9880035
PDX - DURING MAINTENANCE CHECK, THE FLIGHT DECK AND FORWARD ENTRY EMERGENCY LIGHTS WERE FOUND TO BE VERY DIM. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	964AS 53078	DOUG DC983				CONNECTOR	LOOSE CABIN		3/9/98 ASAA9880046
SMF - PRIOR TO DEPARTURE OF FLT 409 - CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS FROM ROW 2 FORWARD AND ROWS 25 TO 29 WERE INOPERATIVE. SECURED LOOSE CONNECTORS AT ROW 2 AND ROW 25 AND OPERATED NORMALLY. (M)									
3350 ASAA	965AS 53079	DOUG DC983				BATTERIES	DISCHARGED CABIN		3/3/98 ASAA9880040
SEA - FLT 446 - PRIOR TO DEPARTURE, THE EMERGENCY FLOOR TRACK LIGHTS IN THE FIRST CLASS CABIN WERE INOPERATIVE. REPLACED THE BATTERY PACK AND REPAIRING WIRING IN PART OF SECTION, LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	972AS 53448	DOUG DC983				POWER SUPPLY 60030451	DEFECTIVE CABIN		3/8/98 ASAA9880042
PDX - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS FROM ROWS 21 TO 28 WERE FOUND INOPERATIVE. REPLACED THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	975AS 53451	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		3/11/98 ASAA9880049
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE CATWALK AREA WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	976AS 53452	DOUG DC983				BATTERIES S103	DISCHARGED CABIN		2/22/98 ASAA9880032
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE AFT CABIN WERE INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3418 NWAA	918RW 47158	DOUG DC931				COMPUTER	FAILED NR 2 STALL WARN		3/25/98 9805129953
STALL WARNING INDICATION FAILURE LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 2 STALL WARNING COMPUTER AND TRANSDUCER, OPERATIONAL CHECK NORMAL.									
5210 CALA	12811 49265	DOUG DC982				SKIN	CRACKED PAX DOOR		3/25/98 CALA9800588
INSPECTION FOUND A 1 INCH CRACK IN MAIN CABIN DOOR EXTERIOR SKIN AROUND HOLD OPEN HOOK CUTOUT. A DOUBLER WAS INSTALLED IAW SRM 52-05, FIGURE 20A, PAGE 43.									
5210 CALA	12811 49265	DOUG DC982				BEAM	CRACKED PAX DOOR		3/26/98 CALA9800596
INSPECTION FOUND A 1 INCH CRACK AT FORWARD END AND AFT END OF NR 1 DOOR BEAM OF MAIN CABIN DOOR. A NEW NR 1 MAIN CABIN DOOR BEAM WAS INSTALLED IAW SRM 51-30-1, 51-30-2, AND 51-30-5.									
5210 CALA	12811 49265	DOUG DC982				INTERCOSTAL	CRACKED PAX DOOR		3/25/98 CALA9800589
INSPECTION FOUND A 1 INCH CRACK IN RADIUS OF MAIN CABIN DOOR INTERCOSTAL AFT OF HANDLE TORQUE SHAFT. THE INTERCOSTAL WAS REPLACED IAW SRM 51-30-02 AND 51-30-05.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5210 ASAA	962AS 53076	DOUG DC983				HOOK 4928806503	BENT L1 DOOR		3/4/98 ASAA9880041
SEA - DURING MAINTENANCE CHECK, THE L1 DOOR HOLD OPEN HOOK WAS FOUND BENT. REPLACED THE DOOR HOLD OPEN HOOK AND OPERATED NORMALLY. (M)									
5311 ABXA	928AX 47392	DOUG DC932			DOUG	FRAME 995774011	CRACKED BS 637		3/25/98 ABXA9800268
DURING C-CHECK, FOUND FRAME AT STATION 637 CRACKED IN THE LEFT KEEL BEAM ON THE OUTBOARD END. REPAIRED FRAME IAW DC9 SRM 53-03.									
5311 ABXA	928AX 47392	DOUG DC932			DOUG	FRAME 995823869N	CRACKED BS 980		3/26/98 ABXA9800274
DURING C-CHECK, FOUND FRAME AT STATION 980 AND LONGERON 16L AND 17L CRACKED AT HI-LOK. REPAIRED IAW DC9 SRM 53-03.									
5311 CALA	16804 49246	DOUG DC982				BELLFRAME	CRACKED BS 1418		3/26/98 CALA9800594
INSPECTION FOUND A 2 INCH CRACK IN BELLFRAME AT LONGERON 2R, STA 1418. THE AREA WAS REPAIRED IAW ECRA 5310-03700 AND SRM 53-03, FIGURE 32.									
5312 ABXA	957AX 47759	DOUG DC941			DOUG	BLKHD STIFFENER 9915558209	CRACKED AFT PRESS BLKHD		3/26/98 ABXA9800262
DURING C-CHECK, FOUND AFT PRESSURE BULKHEAD RADIAL STIFFENER 2ND UP FROM FLOOR, LEFT SIDE, CRACKED AT OUTBOARD END. REPAIRED STIFFENER IAW SERVICE REWORK DRAWING NR J060110..									
5312 ABXA	957AX 47759	DOUG DC941			DOUG	BLKHD STIFFENER 9915558201	CRACKED AFT PRESS BLKHD		3/26/98 ABXA9800263
DURING C-CHECK, FOUND AFT PRESSURE BULKHEAD STIFFENER 3RD UP FROM FLOOR, LEFT SIDE, CRACKED AT OUTBOARD END. REPAIRED STIFFENER IAW SERVICE REWORK DWG J060110.									
5312 ABXA	957AX 47759	DOUG DC941			DOUG	BULKHEAD TEE 591013039INI	CRACKED AFT PRESS BULKHD		3/26/98 ABXA9800261
DURING C-CHECK, FOUND AFT PRESSURE BULKHEAD TEE-CAP SECTION NR 6 CRACKED. REPAIRED TEE-CAP IAW DWG SR09530056 AND ABX EA 53120037-006.									
5313 ABXA	928AX 47392	DOUG DC932			DOUG	LONGERON 5916441507	CRACKED BS 408/427		3/25/98 ABXA9800269
DURING C-CHECK, FOUND LONGERON 29L CRACKED BETWEEN STATION 408 AND 427. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	928AX 47392	DOUG DC932			DOUG	LONGERON 591140125	CRACKED BS 130-160		3/25/98 ABXA9800267
DURING C-CHECK, FOUND LONGERON 25R CORRODED BETWEEN STATION 130 AND 160. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	928AX 47392	DOUG DC932			DOUG	LONGERON 59114277	CORRODED BS 965		3/26/98 ABXA9800272
DURING C-CHECK, FOUND LONGERON 16R CORRODED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	928AX 47392	DOUG DC932			DOUG	LONGERON 59114277	CRACKED BS 965		3/25/98 ABXA9800266
DURING C-CHECK, FOUND LONGERON 16L CRACKED AT HI-LOK AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	928AX 47392	DOUG DC932			DOUG	LONGERON 5920302509	CORRODED BS 869		3/25/98 ABXA9800257
DURING C-CHECK, FOUND CORROSION ON THE UNDERSIDE OF LONGERON 29R AT STATION 869. REPAIRED LONGERON IAW ABX REA D953-23023-MR.									

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5313 ABXA	904AX 47040	DOUG DC932F			DOUG	LONGERON 591140617N	CRACKED BS 160-197		3/26/98 ABXA9800264
DURING C-CHECK, FOUND LONGERON 4L CRACKED AT STATION 160 AND 197. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	904AX 47040	DOUG DC932F			DOUG	LONGERON 59114267	CRACKED BS 965		3/27/98 ABXA9800278
DURING C-CHECK, FOUND LONGERON 13L CRACKED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	904AX 47040	DOUG DC932F			DOUG	LONGERON 59114268	CRACKED BS 965		3/27/98 ABXA9800277
DURING C-CHECK, FOUND LONGERON 13R CRACKED AT PYLON BULKHEAD AND STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5315 AALA	234AA 49181	DOUG DC982				FLOORBEAM	CORRODED BS 1338		2/26/98 AALA980425
TUL - TOP OF FLOORBEAM IS CORRODED. CUT OUT CORRODED AREA, INSTALLED 2 INCH FILLER PLUG WITH 20.5 INCH DOUBLER STARTING AT 11 INCHES FROM RT SIDE OF FLOORBEAM PER SRM 53-05 FIG 20A. TST: 44,152 HOURS. CYCLES: 24,579. (X)									
5320 ABXA	928AX 47392	DOUG DC932			DOUG	FITTING 4912460501	CORRODED BS 907		3/25/98 ABXA9800270
DURING C-CHECK, FOUND INTERCOSTAL CORRODED IN AFT LOWER CARGO DOOR JAMB POCKET AT STATION 907 AND LONGERON 28R. REPLACED INTERCOSTAL TEE FITTING IAW DC9 SRM.									
5320 ABXA	928AX 47392	DOUG DC932			DOUG	FITTING 39161741	CRACKED BS 604		3/27/98 ABXA9800276
DURING C-CHECK, FOUND LONGERON 29R FITTING CRACKED AFT OF STATION 604. REPLACED FITTING IAW DC9 SRM 51-30-5.									
5320 ABXA	928AX 47392	DOUG DC932			DOUG	FITTING 3916174501	CRACKED BS 604		3/26/98 ABXA9800275
DURING C-CHECK, FOUND LONGERON 29L END FITTING CRACKED AFT OF STATION 604. REPLACED END FITTING IAW DC9 SRM 51-30-5.									
5320 ABXA	928AX 47392	DOUG DC932			DOUG	FITTING 39132091	CRACKED BS 579		3/26/98 ABXA9800271
DURING C-CHECK, FOUND LONGERON 29L FITTING CRACKED JUST FWD OF STATION 579. REPLACED END FITTING IAW DC9 SRM 51-30-1.									
5320 ABXA	928AX 47392	DOUG DC932			DOUG	FITTING 39151291	CRACKED BS 604		3/26/98 ABX9800255
DURING C-CHECK, FOUND LONGERON 28L END FITTING CRACKED AFT OF STATION 604. REPLACED LONGERON FITTING IAW DC9 SRM 51-30-5.									
5320 ABXA	928AX 47392	DOUG DC932			DOUG	FITTING 39151291	CRACKED BS 604		3/26/98 ABXA9800256
DURING C-CHECK, FOUND LONGERON 26R END FITTING CRACKED AFT OF STATION 604. REPLACED FITTING IAW DC9 SRM 51-30-5.									
5320 ABXA	957AX 47759	DOUG DC941			DOUG	FITTING 99234552	CRACKED BS 737		3/26/98 ABXA9800259
DURING C-CHECK, FOUND KEEL AREA FITTING CRACKED AT STATION 737 AND RBL 8. REPLACED FITTING IAW DC9 SRM 51-30-1.									
5320 ABXA	957AX 47759	DOUG DC941			DOUG	DOUBLER 995772815	CORRODED BS 737		3/26/98 ABXA9800258
DURING C-CHECK, FOUND RIGHT MAIN LANDING GEAR WHEEL WELL UPPER PRESSURE PANEL DOUBLER AT STATION 737 RBL 42 CORRODED. REPLACED DOUBLER IAW DC9 SRM 51-30-2.									

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5320 AALA	234AA 49181	DOUG DC982				BRACKET	CORRODED BS 218	3/2/98	AALA980426
TUL - FORWARD LAVATORY TANK FORWARD TIE-DOWN BRACKET CORRODED ON FRAME APPROXIMATELY 10 INCHES ABOVE CUSP. FRAME REPAIRED PER SRM 53-03 FIG 2A. TST: 44,152 HOURS. CYCLES: 24,579. (X)									
5320 CALA	16804 49246	DOUG DC982				BRACKET	CORRODED BS 1174	3/26/98	CALA9800595
INSPECTION FOUND ANGLE BRACKET CORRODED AT STA 1174, LONGERON 29R. A NEW ANGLE BRACKET WAS INSTALLED IAW SRM 51-10-03.									
5330 ABXA	928AX 47392	DOUG DC932			DOUG	SKIN 591141247	CORRODED BS 439	3/26/98	ABXA9800273
DURING C-CHECK, FOUND FUSELAGE SKIN AT STATION 439 BETWEEN LONGERON 30 AND LONGERON 29L BULGED AND CORRODED BEYOND LIMITS. REPAIRED SKIN IAW DC9 SRM 53-04.									
5341 ABXA	904AX 47040	DOUG DC932F			DOUG	FITTING 39164092	CORRODED BS 690	3/26/98	ABXA9800265
DURING C-CHECK, FOUND RIGHT OUTBOARD T-FITTING BETWEEN FUSELAGE AND RIGHT SLANT PANEL CORRODED AT STATION 690. REPLACED T-FITTING IAW DC9 SRM 51-30-5.									
5347 AALA	234AA 49181	DOUG DC982				SEAT TRACK	CORRODED BS 1209	3/2/98	AALA980424
TUL - CORROSION ON SEAT TRACK AT STA 1209, NUT PLATE MOUNT HOLE FOR GALLEY. REPLACED NR 1 SEAT TRACK STA 1174 - STA 1309. (X)									
5347 AALA	234AA 49181	DOUG DC982				SEAT TRACK	CORRODED BS 857	2/24/98	AALA980405
NR 6 SEAT TRACK CORRODED AT STA 857. CORROSION BLENDED BEYOND LIMITS. AREA CUT OUT AND PLUG INSTALLED PER AARD 53-20-00-10. TST: 44,152 HOURS. CYCLES: 24,579. (X)									
5510 CALA	12811 49265	DOUG DC982				PIVOT PLATES	CORRODED LT HOR STAB	3/25/98	CALA9800587
INSPECTION FOUND LT HORIZONTAL STABILIZER INBOARD AND OUTBOARD SET OF PIVOT PLATES CORRODED. THE PIVOT PLATES WERE REPLACED IAW SRM 51-30-5.									
5512 ABXA	957AX 47759	DOUG DC941			DOUG	SKIN 59225761	CORRODED LT HORIZ STAB	3/26/98	ABXA9800260
DURING C-CHECK, FOUND CORROSION ON LEFT HORIZONTAL STABILIZER UPPER SKIN FROM STATION XHS 32 - XHS 140. REPAIRED IAW ABX REA D955-2067.									
5530 CALA	809NY 49263	DOUG DC982				SUPPORT	CRACKED VERT STAB	3/22/98	CALA9800578
INSPECTION FOUND A .375 INCH CRACK AT LOWER RIVET HOLE IN FORWARD LEFT VERTICAL STABILIZER SPAR SUPPORT AT 37.3 INCHES AFT OF STA 1089.3 IN TAIL COMPARTMENT ABOVE CATWALK. THE AREA WAS REPAIRED IAW SRM 55-02, FIGURE 26.									
5610 ASAA	937AS 49364	DOUG DC982				MECHANISM	OUT OF ADJUST LT COCKPIT	2/28/98	ASAA9880038
SEA - AFTER ARRIVAL OF FLT 530 - CREW REPORTED THE CAPTAINS SLIDING WINDOW WOULD NOT OPEN MORE THAN HALFWAY. ADJUSTED THE CAPTAINS SLIDING WINDOW MECHANISM, PRESSURE CHECKED TO 3 PSI AND OPERATED NORMALLY. (M)									
7200 NWAA	994Z 479097	DOUG DC931	PWA JT8D9			ENGINE	FAILED LEFT	3/29/98	9805229981
DURING CLIMB AT 8,000 FEET, THE LEFT ENGINE FLAMED OUT. AIRCRAFT RETURNED TO DTW AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE, OPERATIONAL CHECK OK.									

***** DENOTES SIGNIFICANT OCCURRENCE

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7711 NWAA	3991C 47175	DOUG DC932	PWA JT8D15			TRANSMITTER LG80A2	MALFUNCTIONED LT ENGINE	8087 5140	3/27/98 9805039942
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE EPR INDICATION FROZE AT 1.7. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE EPR TRANSMITTER, ENGINE OPERATIONAL CHECK OK.									
7930 MWEA	300ME 45718	DOUG DC915				BY-PASS SWITCH 42D1091A	DEFECTIVE RT ENGINE		3/28/98 MWEA98381
THE RIGHT OIL STRAINER CLOGGING LIGHT ILLUMINATED IN FLIGHT AND PERFORMED PRECAUTIONARY LANDING. MTC REMOVED AND REPLACED OIL FILTER AND ENGINE OIL PRESSURE DIFFERENTIAL SWITCH.									
7930 USAA	800US 48034	DOUG DC981				SWITCH 42D1091	FAILED RT ENGINE		3/4/98 USAAD98038
MCO - FLT 1866 - DURING CRUISE, THE RIGHT ENGINE OIL FILTER CLOG LIGHT ILLUMINATED. THE CREW SHUT DOWN THE RIGHT ENGINE AND DIVERTED TO MCO AND LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED THE OIL SCREEN AND CHIP DETECTORS. NO CARBON OR APPRECIABLE CONTAMINENTS WERE NOTED. THE ENGINE WAS RUN AND THE OIL SCREEN REPLACED A SECOND TIME. AGAIN, NO CONTAMINENTS FOUND. THE OIL FILTER CLOG LIGHT WAS OUT AT THIS TIME. THE OIL FILTER CLOG ANNUNCIATOR SYSTEM WAS MEL'D. DURING THE MAINTENANCE RON THE OIL SCREEN WAS REPLACED AGAIN AND FOUND TO BE CLEAN. THE OIL FILTER DIFFERENTIAL SWITCH WAS REPLACED. (M)									
7931 NWAA	93S 47078	DOUG DC915	PWA JT8D7			OIL LINE 795898011	CRACKED LT ENGINE		3/28/98 9805049103
DURING CRUISE AT 33,000 FEET, THE LEFT ENGINE OIL QUANTITY BEGAN DECREASING WITH ASSOCIATED LOW OIL PRESSURE. CREW SHUT DOWN THE LEFT ENGINE AND DIVERTED TO MEM. MAINTENANCE REPLACED THE LEFT ENGINE OIL PRESSURE TRANSMITTER LINE AND OIL FILTER, OPERATIONAL CHECK OK.									
2530 DALA	929DL 49716	DOUG MD88				OVEN FWD GALLEY	FAILED FWD GALLEY		3/25/98 DLM88980663
DURING TAXI OUT FROM LAX, FLT ATTENDANT REPORTED SPARKS AND SMOKE COMING FROM FWD GALLEY. C/B POPPED. REPLACED GALLEY OVEN.									
2750 MWEA	701ME 49760	DOUG MD88				SWITCH 5910035	OUT OF ADJUST COCKPIT		3/23/98 MWEA98375
ON TAKEOFF ROLL AT 90 KNOTS SLAT AURAL WARNING SOUNDED AND SLAT DISAGREEMENT LIGHT ILLUMINATED. MTC CLEANED ADJUSTED AND TESTED FLAP SLAT HANDLE POSITION SWITCHES.									
2750 C2XA	15730 120187	EMB EMB120RT				ANNUNCIATOR 3069001017	FAILED COCKPIT		2/19/98 C2XA98CL014
CLE - FLT 3143 - CREW REPORTED DURING CLIMB RECEIVED A FLAP FAULT, AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTNENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED THE FLAP ANNUNCIATOR ASSEMBLE IAW EMB-120 MM 27-50-05. OPERATIONAL CHECKS WERE SATISFACTORY IAW EMB-120MM 27-50-00. AIRCRAFT RELEASED FOR SERVICE. (M)									
2752 COMA	205CA 120205	EMB EMB120RT				ACTUATOR 3203001007	MALFUNCTUATING RT TE FLAP	8048 4855	3/25/98 COMA9810078
OUTBOARD FLAP INDICATION IS FLUCTUATING BETWEEN 2 AND 7 UNITS. COULD NOT DUPLICATE DISCREPANCY. REPLACED RIGHT HAND OUTBOARD FLAP ACTUATOR FOR TROUBLESHOOTING.									
2910 C2XA	27707 120095	EMB EMB120RT				SWIVEL 2025000002	LEAKING RT MLG		2/5/98 C2XA98CL010
CLE - FLT 3068 - CREW REPORTED WHILE EN ROUTE TO CLE THE GREEN HYDRAULIC SYSTEM FAILED. AIRCRAFT LANDED IN CLE WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT AND FOUND A HYDRAULIC LINE SWIVEL LEAKING IN THE RIGHT MAIN LANDING GEAR WHEEL WELL. THE SWIVEL WAS REMOVED AND REPLACED IAW ERAM CMM 32-14-01. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY, AIRCRAFT RELEASED FOR SERVICE. (M)									

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3220 C2XA	16719 120138	EMB EMB120RT				PIN 20168	CORRODED NLG		2/26/98 C2XA98IA035
IAH - DURING C-CHECK INSPECTION, THE NOSE LANDING GEAR TORQUE LINK UPPER PIVOT PIN WAS FOUND TO BE CORRODED INSIDE THE ATTACH PIN HOLE. MAINTENANCE REMOVED AND REPLACED THE PIN IAW ERAM CMM 32-31-01 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3220 C2XA	16719 120138	EMB EMB120RT				PIN 20168	CORRODED NLG		2/26/98 C2XA98IA036
IAH - DURING C-CHECK INSPECTION, THE NOSE LANDING GEAR TORQUE LINK LOWER PIVOT PIN WAS FOUND TO BE CORRODED IN SIDE THE ATTACH PIN HOLE. MAINTENANCE REMOVED AND REPLACED THE AFFECTED PIVOT PIN IAW ERAC CMM 32-31-01 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3221 C2XA	12705 120089	EMB EMB120RT				TRUNNION 19750	CRACKED NLG		2/13/98 C2XA98IA024
IAH - DURING C-CHECK INSPECTION, THE UPPER TRUNNION ON THE NOSE LANDING GEAR WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE UPPER TRUNNION IAW EMB-120 MM CHAPTER 32-21-01 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3221 C2XA	16719 120138	EMB EMB120RT				TRUNNION 1975000001	CORRODED NLG		2/26/98 C2XA98IA037
IAH - DURING C-CHECK INSPECTION, THE NOSE LANDING GEAR STRUT SPRING BOX UPPER TRUNNION WAS FOUND TO BE PITTED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED TRUNNION AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. ALL WORK ACCOMPLISHED IAW ERAM CMM 32-21-01. (M)									
3221 C2XA	16719 120138	EMB EMB120RT				TRUNNION 2069600001	CORRODED NLG		2/26/98 C2XA98IA038
IAH - DURING C-CHECK INSPECTION, THE NOSE LANDING GEAR SPRING BOX LOWER TRUNNION WAS FOUND TO BE PITTED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED TRUNNION IAW EMB120 CMM ERAM 32-21-01 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3230 COMA	264CA 120256	EMB EMB120RT				CONNECTOR MS34702833S	SHORTED RT MLG		3/24/98 EMB120RT
LANDING GEAR WILL NOT RETRACT. REPAIRED DOWNLOCK WIRING CONNECTOR AT RIGHT HAND LANDING GEAR.									
3260 SWIA	292SW 120319	EMB EMB120ER	PWA PW118A			CONTROL BOX 12038594501	FAILED LANDING GEAR		3/6/98 SWIA971104
AFTER TAKEOFF WITH GEAR UP TAKEOFF WARNING CONTINUED TRIM, FLAPS, AUTO FEATHER. REPLACED GEAR CONTROL BOX, OPS CHECKS GOOD AT THIS TIME.									
3260 C2XA	51726 120174	EMB EMB120RT				PROX SWITCH 12041127001	FAILED RT MLG		2/8/98 C2XA98C1011
CLE - FLT 3297 - CREW REPORTED THE LANDING GEAR GREEN 'B' LIGHT ILLUMINATED IN FLIGHT, AND DURING GEAR TRANSIT THE RED 'A' AND 'B' LIGHT DID NOT ILLUMINATE ON THE RIGHT MAIN LANDING GEAR. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED AIRCRAFT THEN REMOVED AND REPLACED THE RIGHT MAIN LANDING GEAR PROX SWITCH IAW EMB-120 MM 32-61-01, OPERATIONAL CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
3350 C2XA	15721 120160	EMB EMB120RT				SPLICE D43682	BROKEN CABIN		2/4/98 C2XA98IA014
IAH - DURING POST FLIGHT INSPECTION, THE PILOT REPORTED THREE BULBS INOPERATIVE IN THE AISLE PATH LIGHTING. MAINTENANCE REMOVED AND REPLACED WIRE SPLICE SPAH28 IAW EMB120 WIRING MANUAL 20-21-00, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 C2XA	16724 120171	EMB EMB120RT				WIRE W502005620	BROKEN CABIN		2/19/98 C2XA98IA032
IAH - DURING DAILY INSPECTION, THE AFT EXTERIOR EMERGENCY LIGHT ON THE LEFT SIDE WAS FOUND TO BE INOPERATIVE. MAINTENANCE REPAIRED WIRE NR W502-0056-20 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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3350 COMA	241CA 120211	EMB EMB120RT				CONNECTOR	LOOSE CABIN		3/24/98 COMA9810075
EMERGENCY LIGHT AT ROW 2 INOPERABLE. REPAIRED LOOSE CONNECTION AT BULB.									
3610 COMA	249CA 120230	EMB EMB120RT				O-RINGS S2L228	WORN LT BLEED AIR		3/25/98 COMA9810076
LEFT HAND BLEED AIR DUCT LEAK WARNING AFTER TAKEOFF. REPLACED O-RING SEALS ON LEFT HAND BLEED AIR TUBING CONNECTIONS.									
3610 COMA	249CA 120230	EMB EMB120RT				O-RINGS 52L228	WORN LT BLEED AIR		3/24/98 COMA9810077
LEFT HAND BLEED AIR DUCT LEAK WARNING. REPLACED WORN O-RINGS AT LEFT WING BLEED AIR DUCT JOINT.									
5230 COMA	164D 120164	EMB EMB120RT				SKIN 12021360001	BROKEN OFF CARGO DOOR	20874	3/28/98 COMA9810079
DURING LEAK CHECK OF CARGO DOOR SEAL FOUND AN AREA OF CARGO DOOR SKIN MISSING (BROKEN OFF) FROM UPPER AFT CORNER, MISSING SKIN AREA WAS 3.75 INCH LONG AND .625 IN FROM OUTER EDGE OF SKIN. NO DAMAGE TO DOOR FRAME WAS FOUND. THE CARGO DOOR SKIN WAS REPAIRED IAW AERODESIGN REPORT NR 2699-1 DATED 03-28-98.									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017063609	CRACKED RT WING		2/26/98 C2XA98IA041
IAH - DURING C-CHECK INSPECTION, THE NR 2 UPPER SKIN SUPPORT ON RIB 21 OF THE RIGHT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 SRM 51-40-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017062613	CRACKED RT WING		2/26/98 C2XA98IA040
IAH - DURING C-CHECK INSPECTION, THE NR 1 UPPER SKIN SUPPORT ON RIB 21 OF THE RIGHT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 MM 51-40-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5730 C2XA	12705 120089	EMB EMB120RT				SKIN 12015667002	CRACKED RT WING		2/13/98 C2XA98IA027
IAH - DURING C-CHECK INSPECTION, THE RIGHT WING LOWER SKIN WAS FOUND TO BE CRACKED AT ACCESS PANEL 622DB. MAINTENANCE INSTALLED A DOUBLER REPAIR IAW EMB-120 SRM CHAPTER 57-20-01 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5753 C2XA	12705 120089	EMB EMB120RT				SUPPORT 12018355002	CRACKED RT TE FLAP		2/13/98 C2XA98IA026
IAH - DURING C-CHECK INSPECTION, THE FORWARD MIDDLE SKIN SUPPORT ON THE RIGHT NACELLE FLAP WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE SKIN SUPPORT IAW EMB-120 SRM CHAPTER 51-40-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5753 C2XA	12705 120089	EMB EMB120RT				SUPPORT 12018355001	CRACKED LT TE FLAP		2/13/98 C2XA98IA025
IAH - DURING C-CHECK INSPECTION, THE MIDDLE FORWARD SKIN SUPPORT ON THE LEFT NACELLE FLAP WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE SKIN SUPPORT IAW EMB-120 SRM CHAPTER 51-40-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
6122 C2XA	17720 120142	EMB EMB120RT				PROP CONTL UNIT 78249035	MALFUNCTIONED LT ENGINE		2/23/98 C2XA98CL016
CLE - FLT 3216 - CREW REPORTED THE LEFT BETA LIGHT WOULD NOT WORK WITH THE POWER LEVER BELOW FLIGHT IDLE, AIRCRAFT RETURNED TO GATE. MAINTENANCE REMOVED AND REPLACED THE LEFT ENGINE PROPELLER CONTROL UNIT IAW EMB-120 MM 61-21-00, OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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6140 C2XA	16702 120078	EMB EMB120RT				NP GAUGE SEL0C29DH	INOPERATIVE COCKPIT		2/4/98 C2XA98CL009
CLE - FLT 3172 - CREW REPORTED THAT WHILE TAXIING FOR TAKEOFF THE RIGHT ENGINE NP GAUGE WAS INOPERTIVE. AIRCRAFT RETURNED TO GATE. MAINTENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED THE RIGHT ENGINE NP GAUGE IAW EMB-120 MM 61-40-00. OPERATIONAL CHECKS WERE SATISFACTORY AIRCRAFT RELEASED FOR SERVICE. (M)									
7712 C2XA	15732 120195	EMB EMB120RT				SIGNAL COND UNIT 30005000052	FAILED RT ENGINE		2/24/98 C2XA98CL017
CLE - FLT 3079 - CREW REPORTED THE AUTOFEATHER SYSTEM WOULD NOT TEST, THE TORQUE WOULD RISE BUT NO ARM LIGHT OR NP CHANGE WAS NOTED. AIRCRAFT RETURNED TO GATE. MAINTENANCE REMOVED AND REPLACED THE RIGHT ENGINE TORQUE SIGNAL CONDITION UNIT IAW EMB-120-MM 77-11-01, OPERATIONAL CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
7921 C2XA	16719 120138	EMB EMB120RT				OIL COOLER 1602824	CRACKED NR 2 NACELLE		2/4/98 C2XA98IA013
BTR - FLT 3865 - PILOT REPORTED AFTER DEPARTURE, THE NR 2 OIL PRESSURE WARNING LIGHT ILLUMINATED, FOLLOWED BY A FLUCTUATING OIL PRESSURE GAUGE WHICH THEN DROPPED TO 0 PSI. THE CREW SHUT DOWN THE NR 2 ENGINE AND LANDED AT BTR WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 OIL COOLER TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE NR 2 OIL COOLER AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
2750 AALA	1438H 11428	FOKKER F28MK0100				CONTROL UNIT EAFCD8518411	DEFECTIVE TE FLAPS		3/1/98 AALA980228
ORD - FLT 1648 - ON TAKEOFF ORD, FLAPS WOULD NOT RETRACT, STAYED AT 8 DEGREES. RETURNED TO ORD, LANDED WITHOUT INCIDENT, FLAPS RETRACTED NORMALLY. REPLACED FLAP CONTROL UNIT. CYCLED FLAPS SEVERAL TIMES WITH NO FAULTS NOTED. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2751 AALA	1432A 11417	FOKKER F28MK0100				WARNING	MALFUNCTIONED COCKPIT		3/5/98 AALA980439
COS - FLT 659 - AFTER TAKEOFF, EIGHT DEGREES FLAPS WAS SELECTED AND A FLAP ASYMMETRY MESSAGE APPEARED ON MFDU. FLIGHT CREW DECLARED AN EMERGENCY AND LANDED COS WITHOUT FURTHER INCIDENT. MAINTENANCE RESET ASYMMETRY FAULT BALL ON MAINTENANCE TEST PANEL AND CYCLED FLAPS SEVERAL TIMES UNABLE TO DUPLICATE FAULT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2910 USAA	867US 11312	FOKKER F28MK0100				HYD SYSTEM	FAILED NR 2 SYSTEM		2/26/98 USAAF98022
FLT 861 - BHM - EN ROUTE TO BHM AT APPROXIMATELY 11,000 FT, CAPTAIN BELIEVED AIRCRAFT SUSTAINED A LIGHTNING STRIKE. AIRCRAFT LOST SYSTEM 2 HYDRAULIC PRESSURE SHORTLY AFTERWARDS. DURING APPROACH TO BHM AFTER FLAPS AND LANDING GEAR WERE EXTENDED THE SYSTEM 1 HYDRAULIC SYSTEM FAILED. CAPT DECLARED EMERGENCY AND LANDED. TOUCHDOWN WAS NORMAL. ON ROLLOUT, THE LEFT MAIN GEAR TIRES BLEW OUT. AIRCRAFT PULLED LEFT AND ROLLED OFF THE RUNWAY. NOSE GEAR COLLAPSED AND AIRCRAFT CAME TO REST PARTIALLY ON THE ACTIVE RUNWAY. PASSENGERS AND CREW EVACUATED THROUGH THE MAIN ENTRY DOOR. (M)									
2910 AALA	1471G 11507	FOKKER F28MK0100				O-RING	DEFECTIVE RT ENGINE		2/27/98 AALA980413
SAT - FLT 249 - DURING CRUISE, NR 1 HYDRAULIC QTY DEPLETED TO ZERO. CREW FOLLOWED ALTERNATE PROCEDURES TURNING OFF SYSTEM NR 1 PUMPS ON ENGINES 1 AND 2. LANDING GEAR ALTERNATE PROCEDURES WERE FOLLOWED AND THE AIRCRAFT LANDED SAT WITH NO FURTHER INCIDENT. REPLACED LEAKING O-RING ON RIGHT ENGINE DRIVEN HYDRAULIC PUMP SYSTEM NR 1. SERVICED HYDRAULIC SYSTEM AND RAN ENGIEN WITH NO FURTHER LEAKS NOTED. SYSTEM LEAK CHECKED AND GROUND CHECKED NORMAL OPERATION. (M)									
3010 USAA	887US 11349	FOKKER F28MK0100				SWITCH	FAILED WING ANTI-ICE		3/4/98 USAAF98025
CLT - FLT 1210 - ON CLIMB-OUT OF CLT AIRCRAFT HAD A WING ANTI-ICE FAULT TWICE BETWEEN 9000 FEET - 11,000 FEET. FLIGHT RETURNED TO CLT WHERE LANDING WAS WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED WING ANTI-ICE SWITCH IN OVERHEAD PANEL. PERFORMED OPERATIONAL TEST PR MM 30-11-00, NO FAULTS. OPS CHECKED NORMAL. (M)									

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DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3231 USAA	883US 11337	FOKKER F28MK0100				ROD A11430410	FAILED RT MLG DOOR		2/24/98 98ZZZM340
FLT 275 - PHL-BTV - AFTER T/O, GEAR WOULD NOT RETRACT. ALT PROCEDURES PERFORMED. GEAR SUCCESSFULLY RAISED WITH MANUAL OVERRIDE. FLT PROCEEDED TO BTV. ON DESCENT TO BTV WHEN LANDING GEAR WAS LOWERED, 'R MLG UNSAFE' MESSAGE ILLUMINATED. GREEN RMLG DOWN AND LOCKED LIGHT DID NOT ILLUMINATE. RECYCLED GEAR TWICE W/O SUCCESS. TOWER FLYBY CONFIRMED THAT RT MAIN GEAR WAS DOWN BUT NOT LOCKED. FLT DIVERTED TO BDL FOR LONGER RUNWAYS. EN ROUTE TO BDL, GEAR RECYCLED SEVERAL TIMES. ON SIXTH ATTEMPT, ALL THREE GREEN LIGHTS ILLUMINATED AND NO MESSAGES APPEARED ON DISPLAY. FLT CONTINUED TO BDL WITH GEAR DOWN. FLT LANDED BDL W/O FURTHER INCIDENT. MX FOUND THE RT MAIN GEAR OTBD DOOR CONNECTING ROD SEPARATED FROM DOOR.									
3350 QXEA	490US 11152	FOKKER F28MK4000			GRIMES 5515800106	CIRCUIT 5515900004	MALFUNCTION CABIN		3/24/98 QXEA9800442
EMERGENCY EXIT LIGHT IN CEILING ABOVE THE GALLEY HAS BULBS INOP. REPLACED THE CIRCUIT CARD, OPERATIONAL CHECKS GOOD.									
3350 QXEA	499US 11182	FOKKER F28MK4000			GRIMES 5515800106	CIRCUIT 5515900004	MALFUNCTION CABIN		3/24/98 QXEA9800443
FORWARD EXIT SIGN ABOVE THE COCKPIT DOOR HAS INOP BULBS. REPLACED CIRCUIT CARD, OPERATIONAL CHECKS GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/21/98 QXEA9800441
CENTER CABIN EMERGENCY LIGHT INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	486US 11237	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/22/98 QXEA9800440
EXIT SIGN AT SEAT 9A INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
5280 USAA	883US 11337	FOKKER F28MK0100				DOOR D13312410	DAMAGED RT MLG		2/24/98 USAAF98021
FLT 275 - PHL-BTV - AFTER T/O, GEAR WOULD NOT RETRACT. ALT PROCEDURES PERFORMED. GEAR SUCCESSFULLY RAISED WITH MANUAL OVERRIDE. FLT PROCEEDED TO BTV. ON DESCENT TO BTV WHEN LANDING GEAR WAS LOWERED, 'R MLG UNSAFE' MESSAGE ILLUMINATED. GREEN RMLG DOWN AND LOCKED LIGHT DID NOT ILLUMINATE. RECYCLED GEAR TWICE W/O SUCCESS. TOWER FLYBY CONFIRMED THAT RT MAIN GEAR WAS DOWN BUT NOT LOCKED. FLT DIVERTED TO BDL FOR LONGER RUNWAYS. EN ROUTE TO BDL, GEAR RECYCLED SEVERAL TIMES. ON SIXTH ATTEMPT, ALL THREE GREEN LIGHTS ILLUMINATED AND NO MESSAGES APPEARED ON DISPLAY. FLT CONTINUED TO BDL WITH GEAR DOWN. FLT LANDED BDL W/O FURTHER INCIDENT. MX FOUND THE RT MAIN GEAR OTBD DOOR CONNECTING ROD SEPARATED FROM DOOR.									
2550 EQGA	853LS DC853B	FRCHLD SA227DC				CURTAIN	OUT OF POSITION BAGGAGE DOOR		3/16/98 98ZZZM356
BPT - FLT 1296 - DURING CLIMB, CREW HEARD A SLAPPING SOUND OUTSIDE OF THE AIRCRAFT. CREW RETURNED TO BPT FOR INVESTIGATION. UPON ARRIVAL AT GATE AND SHUTTING DOWN BOTH ENGINES, GROUND CREW REALIZED THAT THE FWD RT BAGGAGE DOOR HAD BEEN CLOSED WITH THE RAIN PROTECTOR CURTAIN HANGING OUTSIDE OF THE AIRCRAFT. RAIN PROTECTION CURTAIN WAS STOWED PROPERLY AND CREW PERFORMED VISUAL INSPECTION OF CARGO BAY AREA FOR SIGNS OF DAMAGE. NO DAMAGE WAS DETECTED. FLT DEPARTED WITHOUT FURTHER INCIDENT. (M)									
3221 DALA	723DA 193C1150	LKHEED 10113851				TRUNNION 1543141	CRACKED BS 449		3/19/98 DLL10980658
FUSELAGE FS 449 BULKHEAD LBL 21 NLG TRUNNION FITTING, REPAIR FOR CRACK. THE 1543141 NLG TRUNNION FITTING WAS FOUND WITH A TYPICAL CRACK AT THE FS 449 BULKHEAD AT LBL 21. THE CRACK IS IN THE INBD SKIN FLANGE AND EXTENDS INTO THE VERTICAL FLANGE. THE CRACK IS REPAIRED WITH A 1642622-145 AND -139 KIT PER LAC S/B 093-53-233 AND IS DOCUMENTED PER ER/A 364313-14AD.									
3230 ARWA	306GB 1138	LKHEED 1011385115				RETRACT MECH	MALFUNCTIONED LANDING GEAR		3/17/98 ARWA980304
UNABLE TO RAISE GEARS AFTER T/O, AIRCRAFT CREW DUMPED FUEL (APPROX 5,000 LBS). RETURNED TO BLOCKS, PINS REMOVED, STOWED AIRCRAFT WAS OK FOR SERVICE, FUELED AND RELEASED FOR FLIGHT.									

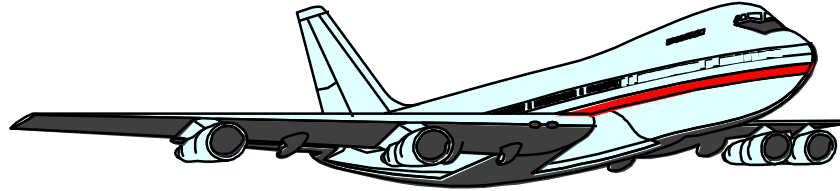
***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

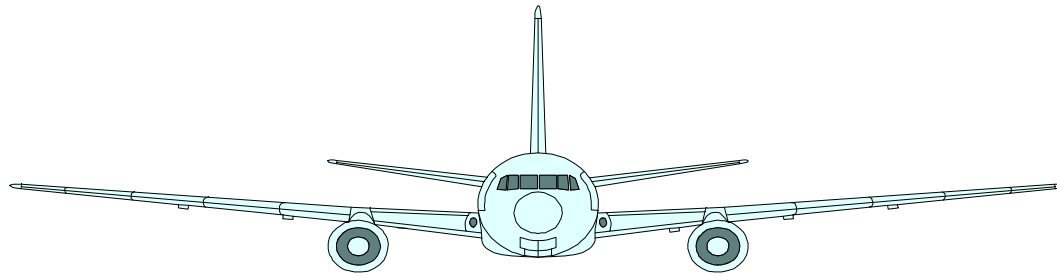
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3350 DALA	768DL 193H1216	LKHEED 10113853			RPS1B	POWER SUPPLY	INOPERATIVE CABIN		3/24/98 DLL19980651
ON L/O AFT RT CORNER EMERGENCY LIGHT SECTION OUT. REPLACED AFT RT POWER SUPPLY CKS OK.									
7732 ARWA	307GB 193U1131	LKHEED 1011385115				MONITOR A24000104	INOPERATIVE NR 1 ENGINE		3/24/98 ARWA980307
A/C BLOCK TURNBACK WITH SPOILER NR 5 INDICATION ON SPI NOT WORKING. AFTER A/C ON BLOCKS ENGINE SHUT DOWN, NR 1 ENGINE VIBRATION SHOWED 4 UNITS. ENTERED SPI FOR NR 5 SPOILER ON DMI 2. REMOVED AND REPLACED VIBRATION MONITOR AND PERFORMED ENGINE RUN UP AND TEST NR 1 PER LOCKHEED L1011 MM 77-32-0 NORMAL.									
3350 MALA	41XJ 041	SAAB SF340A				BULB 7239410802	FAILED CABIN		3/25/98 MALA976066
DURING PREFLIGHT, FORWARD TWO FLOOR PROX EMERGENCY LIGHTS INOP. MAINTENANCE RECONNECTED CANNON PLUG TO EMERGENCY LIGHTING, REPLACED EMERGENCY LIGHT BULB, AND RECONNECTED WIRE. OPS CHECK GOOD.									
3350 MALA	110XJ 340A110	SAAB SF340A				SWITCH	DIRTY CABIN		3/26/98 MALA976068
DURING FLIGHT, THE EMERGENCY LIGHTS CAME ON IN THE ARMED POSITION. MAINTENACE CLEANED FLIGHT ATTENDANTS EMERGENCY LIGHT SWITCH BY DOOR. OPS CHECK GOOD.									
3442 REXA	406BH 340A074	SAAB SF340A				TR UNIT 6224022001	FAILED FWD FUSELAGE		3/6/98 REXA98064
RADAR PAINTING FALSE ECHOS. REMOVED AND REPLACED RADAR TRANSCEIVER. OPS CHECK GOOD. (M)									
5610 MALA	407XJ 340B407	SAAB 340B				WINDSHIELD 7256100501	FAILED LT COCKPIT		3/24/98 MALA976067
AFTER CLIMB, THE LEFT FRONT WINDSHIELD HEAT LIGHT ILLUMINATED AND WOULD NOT EXTINGUISH. AIRCRAFT RETURNED TO MSP. MAINTENACE REPLACED THE RIGHT FRONT WINDSHIELD. OPS CHECK GOOD.									
3425 EI4R	59TP T26161	SWRNGN SA226AT			COLLINS	GYRO HORIZON 329B7A	FAILED FLT DIRECTOR		1/28/98 98ZZZX1121
*****	WHEN RECEIVED, THE PRESENTATION WAS SHOWING AN ATTITUDE OF 70 DEGREES UP WHEN ENERGIZED. IT SHOULD HAVE BEEN SHOWING ZERO ATTITUDE. THE PROBLEM WAS TRACED TO THE PITCH SYNCHRO. THIS SYNCHRO HAD LOCKED UP DUE TO THE LAMINATION IMPREGNATING MATERIAL GETTING INTO THE VERY SMALL AIR GAP BETWEEN THE ROTOR AND STATOR OF THE SYNCHRO. ONLY ONE SET SCREW WAS USED TO HOLD THE SYNCHRO DRIVE GEAR ON THE SYNCHRO SHAFT, THEREFORE, WHEN THE SYNCHRO LOCKED UP, THE GEAR SLIPPED ON THE SHAFT ALLOWING THE SYNCHRO TO GIVE THE WRONG INFORMATION TO THE PRESENTATION. AFTER ELIMINATING THE CONTAMINATION PROBLEM IN THE SYNCHRO, A FLAT WAS MACHINED ON THE SYNCHRO SHAFT. TWO SET SCREWS WERE USED TO SECURE SYNCHRO DRIVE GEAR.								

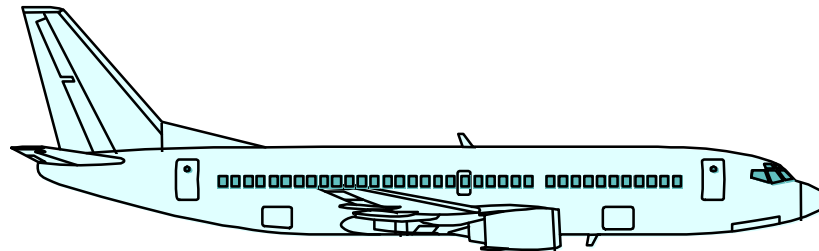
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**3/29/98 - 4/4/98 ISSUE: 98-14 ZAC-326**

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7200			GE CF680C2B2			PLUG D4210P	NOT ENGAGED LT HPSOV	12/12/96	CA970130006
(CAN) ON TAKE-OFF, EICAS LT HP SOV GAVE AN INDICATION. AFTER REDUCING TO FLIGHT IDLE, THERE WAS STILL NO CHANGE. INSPECTION FOUND THAT PLUG D4210P WAS NOT FULLY ENGAGED. PLUG REMOVED, CHECKED AND REINSTALLED. ENGINE RUN PERFORMED AND CHECKED. THE LEFT HAND ENGINE HAD BEEN REPLACED PRIOR TO FLIGHT.									
7220			LYC T5317A			INLET GUIDE VANE 118015001	LOOSE CONNECTOR	780	1/19/97 CA970128002
(CAN) NG WAS EXCEEDING 105 PERCENT, SO AIRCRAFT WAS LANDED IMMEDIATELY AND SHUT DOWN. INITIALLY A CAUSE COULD NOT BE FOUND, BUT AFTER FURTHER INVESTIGATION, NOTICED THE VARIABLE INLET GUIDE VANE RETAINING SCREW HAD LOOSENED ENOUGH TO ALLOW THE SPHERICAL BEARING CONNECTOR TO DISENGAGE FROM THE VIGV ACTUATOR PISTON. CLOSER INSPECTION REVEALED THAT THE BOLT RETAINER HAD NOT BEEN DEFORMED ENOUGH TO STOP THE SCREW FROM LOOSENING. VIGV REPLACED AND CHECKED SERVICEABLE.									
7230			CFMINT CFM565C4			ELBOW ASSY F3617001900000	BROKEN HP CHECK VALVE	1/6/97	CA970129006
(CAN) NR 1 ENGINE HIGH PRESSURE DUCTING RUPTURED CAUSING OVERHEAT CONDITION TO LEFT HAND THRUST REVERSER COWL. FOUND NR 1 ENGINE FIFTH COMPRESSOR STAGE ELBOW ASSEMBLY BROKEN. 5TH STAGE ELBOW ASSY, HIGH PRESSURE CHECK VALVE, TUBE ASSEMBLY REPLACED. MID-STAGE TEE ASSEMBLY REPLACED. NR 1 ENGINE THRUST REVERSER INBOARD REPLACED.									
7910			GE CF343A			OIL TANK	OVER SERVICED ENG OIL	1/1/97	CA970114025
(CAN) LEFT ENGINE OIL TEMP 176 DEGREES AND RISING FOLLOWED BY PRESSURE DROP OF 30 PSI. ENGINE SHUT DOWN. FOUND LEFT OIL TANK OVER SERVICED. OIL LEVEL ADJUSTED. OIL FILTER REMOVED AND INSPECTED, NO FAULT FOUND. ENGINE RUN CARRIED OUT AND LEAK CHECKED OK.									
4950		AMD FALCON200			SUNDSTRAND 011469914	VALVE 011469914	FAILED APU BLEED	2/7/96	CA961112012
(CAN) CABIN PRESSURE STARTED TO CLIMB AFTER PASSING THROUGH 18,000 FEET. MAINTENANCE TROUBLESHOOTING REVEALED SWITCH ON APU BLEED VALVE (199H) FAILED IN THE OPEN POSITION. TEAR DOWN REPORT REQUESTED FROM FALCON JET FOR DEFECTIVE VALVE.									
7314		BAC 146200A	LYC ALF502R5			SEAL 216041101	SCORED ENGINE FUEL PUMP	1/9/98	AU980189
(AUS) NO2 ENGINE LOW PRESSURE FUEL PUMP SHAFT CARBON SEAL CONTACT FACE WORN AND SCORED. INTERNAL 'O' RING SEAL DAMAGED. FUEL PUMP DRIVESHAFT SPLINES EXCESSIVELY WORN. SUSPECT CAUSED BY LUBRICATING GREASE BEING WASHED OUT OF SPLINES BY FUEL LEAKING PAST THE SHAFT SEAL.									
3242		BAG JETSTM3107		ROTOL R333482F12		BRAKE AT53421	FAULTY LT BRAKE	2/19/98	AU980201
(AUS) LH BRAKE UNIT JAMMED. INVESTIGATION FOUND THAT THREE BRAKE PADS HAD BROKEN AWAY FROM THE STATOR DUE TO RIVETTING OF THE PADS TO THE STATOR USING THE INCORRECT TOOLING. PERSONNEL/MAINTENANCE ERROR.									
3320		BAG JETSTM3107		ROTOL R333482F12		POWER UNIT TR9925	FAULTY PASSENGER COMPAR	2/19/98	AU980200
(AUS) LIGHTING POWER UNIT FAULTY.									
3320		BAG JETSTM3201	GARRTT TPE33112UA	MCAULY 4HFR34C653		CONNECTOR 31851A	BURNT PASSENGER COMPAR	2/13/98	AU980191
(AUS) CABIN LIGHT CONNECTOR ON LEFT REAR LAMP OVERHEATED. CONNECTING WIRE MELTED AND BURN MARKS ON TRIM.									
5540		BEECH A100	PWA PT6A28			HINGE 1006000111	CORROSION LOWER RUDDER	15727	8/7/97 CA970815008
(CAN) CORROSION FOUND ON THE LOWER RUDDER HINGE BOLT HOLES. CORROSION ALSO FOUND ON THE BRACKET. ACFT TT: 15,415 HOURS.									

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INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2121		BEECH 1900D			1143800285	BLOWER ASSY 1143800285	SHORTED AIR DIST	587	7/28/97 CA970812019
(CAN) PILOT REPORTED SMOKE IN THE COCKPIT. AFTER LANDING, MAINTENANCE FOUND SPARKS COMING FROM THE BLOWER WHICH STOPPED RUNNING SHORTLY THEREAFTER. INSPECTION FOUND THE RESISTORS FOR LOW SPEED SHOWED SIGNS OF OVERHEATING AND THE BRUSHES SHOWED SIGNS OF POOR CONTACT. UNIT SENT FOR REPLACEMENT.									
2450		BEECH 1900C				CIRCUIT BREAKER S1232510	FAILED NR 1 INVERTER	3397	7/9/97 CA970715023
(CAN) CREW SNAGGED THE NR 1 INVERTER WOULD TRIP BUT WAS RESETTABLE. THE SNAG WAS NOT DUPLICATED ON THE GROUND. TROUBLESHOOTING FOUND THE BREAKER WOULD SWITCH ON AND OFF WITHOUT PLUNGER ACTIVATION IF VIBRATION WAS INDUCED. BREAKER REPLACED.									
2750		BEECH 1900C				WIRE	CORRODED FLAP ACTUATOR		7/25/97 CA970731025
(CAN) DURING PRE-FLIGHT CHECKS, THE FLAPS WERE SELECTED AND THEN FROZE DURING ACTUATION. MAINTENANCE FOUND A CORRODED WIRE AT THE ASSYMETRY SWITCH.									
3230		BEECH 1900C	PWA PT6A65B			RELAY 6041H215	WELDED MLG MOTOR		2/11/97 CA970219002
(CAN) LANDING GEAR MOTOR RELAY CONTACTS WELDED SHUT CAUSING MOTOR TO RUN CONTINUOUSLY. CIRCUIT BREAKER PULLED AND AIRCRAFT LANDED USING MANUAL GEAR EXTENSION. SOME LOSS OF HYDRAULIC FLUID DUE TO THERMAL EXPANSION CAUSING LOW LEVEL ANNUNCIATION.									
3230		BEECH 1900D				PC BOARD 1143640681	MALFUNCTION MLG RETRACT	6746	7/29/97 CA970731024
(CAN) PILOT SELECTED GEAR-UP AND THERE WAS NO INDICATION THE GEAR HAD MOVED. PILOT SELECTED SEVERAL TIMES AND THEN RETURNED TO AN UNEVENTFUL LANDING. INVESTIGATION FOUND THE PC BOARD A316 WAS AT FAULT. BOARD REPLACED AND AIRCRAFT RETURNED TO SERVICE.									
3260		BEECH 1900C	PWA PT6A65B			RELAY 5038004811	FAILED GEAR TRANSIT	3397	7/7/97 CA970715024
(CAN) CREW NOTED THAT DURING GEAR RETRACTION/EXTENSION CYCLES THAT THE TRANSIT LIGHT WOULD INTERMITTENTLY CYCLE ON AND OFF. MAINTENANCE FOUND THE K1 RELAY WAS FAILING. RELAY REPLACED AND AIRCRAFT RETURNED TO SERVICE.									
3320		BEECH 1900C				LIGHT BULB 5104WW	BURNT CABIN SIDE		6/24/97 CA970710003
(CAN) DURING CRUISE FLIGHT, A PASSENGER NOTICED SMOKE COMING FROM AN OVEHEAD PANEL INVESTGATION FOUND A BURNT FLOURESCENT TUBE WHICH WAS REPLACED BY MAINTENANCE.									
3610		BEECH 1900D	PWA PT6A67D			PACKINGS 19357226	FAILED BLEED AIR SYS	1451	7/23/97 CA970806001
(CAN) BLEED AIR ANNUNCIATOR LIGHT ILLUMINATED ON THE RIGHT HAND SIDE. CREW RETURNED TO HANGAR. INSPECTION FOUND THE PACKINGS ON THE BLEED AIR SYSTEM WERE BURNT AND HARD. SUBMITTER SUSPECTS THE USE OF THE WRONG PACKINGS.									
6120		BEECH 1900C				PRESSURE SWITCH 5038912131	MALFUNCTION AUTO FEATHER	12865	3/12/98 CA970731026
(CAN) FLIGHT CREW REPORTED THE AUTOFEATHER ARMING LIGHT FOR THE RT A/F SYSTEM WAS NOT ILLUMINATING. SYSTEM TEST WAS OK. MAINTENANCE REPLACED THE RT HIGH PRESSURE SWITCH RESPONSIBLE FOR TURNING THE LIGHT ON. AIRCRAFT SYSTEM WAS TESTED AND FOUND OK.									
7334		BEECH 1900C	PWA PT6A65B			PRESSURE SWITCH 10038901832	FAILED LT FUEL		6/9/97 CA970715020
(CAN) DURING NORMAL OPERATIONS, THE FLIGHT CREW REPORTED THAT THE LT NO FUEL TRANSFER INDICATION WAS NOT ACTUATING. MAINTENANCE REPLACED THE PRESURE SWITCH AND THE SYSTEM TESTED OK AND THE AIRCRAFT WAS RELEASED.									

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7931		BEECH 1900C				PRESSURE SWITCH 5038912133	FAILED OIL PRESS		6/9/97 CA970715021
(CAN) DURING GROUND OPERATIONS, THE CREW NOTICED THE RIGHT HAND LOW PRESSURE ANNUNCIATOR WAS ACTIVATED. MAINTENANCE REPLACED THE PRESSURE SWITCH AND TESTED THE SYSTEM SERVICEABLE.									
7810		BEECH 200BEECH	PWA PT6A41			EXHAUST STACK 10195001683	CRACKED DEICE TUBE		6/26/97 CA970710002
(CAN) LEFT HAND EXHAUST STACK WAS FOUND CRACKED AT THE WELD BETWEEN THE DEICE TUBE AND THE MAIN BODY OF THE STACK. SUBMITTER RECOMMENDS INSPECTING THIS AREA.									
2436		BEECH F90			51530007B	DC REGULATOR 51530007B	FAILED LT GENERATOR	3414	3/12/98 CA970807045
(CAN) CREW REPORTED ELECTRICAL BUS SEPERATION FOLLOWED BY AVIONICS CIRCUIT BREAKERS POPPING. LEFT GENERATOR DEEMED TO BE THE CAUSE AND WAS ISOLATED. MAINTENANCE FOUND THE LEFT HAND GENERATOR CONTROL UNIT FAILED.									
3230		BOEING 727	PWA JT8D17		MENASCO 657276177	WASHER 66139292	MISSING SIDE STRUT		1/1/80 CA980311022
(CAN) ON C-CHECK INSPECTION, FOUND BEVELLED SIDE STRUT WASHER NOT INSTALLED.									
2760		BOEING 73733A				CABLE	WORN DRAG CONTROL SYS		2/11/98 AU980173
(AUS) WING FLIGHT SPOILER CABLES WORN BEYOND LIMITS. CABLES LOCATED AT THE FOLLOWING POSITIONS IN THE LH WING AT STN230LH:-1. CABLE PNO BACC2C3D02794EG AT WSB1-32. CABLE PNO BACC2C3D03216FG AT WSB2-33. CABLE PNO BACC2C3D02428EG AT WSA1-34. CABLE PNO BACC2C3D01853FG AT WSA2-3 FOUND DURING SPECIAL INSPECTION B737-3-97A.									
2760		BOEING 737377				CABLE	DAMAGED DRAG CONTROL SYS		1/21/98 AU980170
(AUS) WING FLIGHT SPOILER CABLES FRAYED. CABLES LOCATED IN THE FOLLOWING POSITIONS:- 1. CABLE PNO BACC2A3A02794EG AT LH WSB1-3 2. CABLE PNO BACC2A3A03216FG AT LH WSB2-3 3. CABLE PNO BACC2A3A03051FG AT RH WSB2-4 4. CABLE PNO BACC2A3A02652FG AT RH WSB1-3 FOUND DURING SPECIAL INSPECTION B737-3-97A.									
2760		BOEING 737377				CABLE	WORN DRAG CONTROL SYS		1/15/98 AU980172
(AUS) FLIGHT SPOILER CABLES WORN BEYOND LIMITS. CABLES LOCATED IN THE FOLLOWING POSITIONS AT LH WING REAR SPAR STN 210:-1. CABLE PNO BACC2C3D02428EG AT WSA1-32. CABLE PNO BACC2C3D01853FG AT WSA2-3 FOUND DURING SPECIAL INSPECTION MSI-B737-3-97A.									
2760		BOEING 737377				CABLE	FRAYED DRAG CONTROL SYS		1/24/98 AU980179
(AUS) WING FLIGHT SPOILER CABLES FRAYED AT WING STN 230:- 1. CABLE PNO BACC2A3A03216FG LOCATED AT LH WSB2-3 2. CABLE PNO BACC2A3A02794EG LOCATED AT LH WSB1-3 3. CABLE PNO BACC2A3A03051FG LOCATED AT RH WSB2-4 FOUND DURING SPECIAL INSPECTION IAW B737-3-97A.									
2760		BOEING 737377				CABLE	FRAYED DRAG CONTROL SYS		1/16/98 AU980180
(AUS) WING FLIGHT SPOILER CABLES FRAYED AT WING STN 230 IN THE FOLLOWING LOCATIONS:- 1. CABLE PNO BACC2A3A02794EG LOCATED AT LH WSB1-32. CABLE PNO BACC2A3A02625FG LOCATED AT RH WSB1-43. CABLE PNO BACC2A3A03051FG LOCATED AT RH WSB2-4 FOUND DURING SPECIAL INSPECTION IAW MSI-B737-3-97A.									
2760		BOEING 737377				CABLE BACC2C3D03051EG	WORN DRAG CONTROL SYS		1/23/98 AU980171
(AUS) WING FLIGHT SPOILER CABLE LOCATED RH SIDE AT WSB2-4 AT WS136 PULLEY WORN BEYOND LIMITS. FOUND DURING SPECIAL INSPECTION B737-3-97A.									

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2810		BOEING 737476				BONDING	FAULTY FUEL TANK		1/24/98 AU980130
(AUS) FUEL TANK VAPOUR SHROUD FITTING BONDS OUT OF TOLERANCE. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/24/98 AU980133
(AUS) CENTRE FUEL TANK ATTACHMENT POINTS POORLY BONDED. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/30/98 AU980137
(AUS) CENTRE FUEL TANK ATTACHMENT POINTS POORLY BONDED. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/30/98 AU980136
(AUS) FUEL TANK VAPOUR SHROUD FITTING BONDS OUT OF TOLERANCE. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/29/98 AU980135
(AUS) CENTRE FUEL TANK ATTACHMENT POINTS POORLY BONDED. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY AUX FUEL TANK		1/21/98 AU980128
(AUS) AUXILIARY FUEL TANK VAPOUR SHROUD FITTING BONDS OUT OF TOLERANCE. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/29/98 AU980134
(AUS) FUEL TANK VAPOUR SHROUD FITTING BONDS OUT OF TOLERANCE. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/24/98 AU980132
(AUS) FUEL TANK VAPOUR SHROUD FITTING BONDS OUT OF TOLERANCE. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY FUEL STORAGE		1/24/98 AU980131
(AUS) CENTRE FUEL TANK ATTACHMENT POINTS POORLY BONDED. FOUND DURING INSPECTION IAW EI 734-28-25.									
2810		BOEING 737476				BONDING	FAULTY CENTER FUEL TANK		1/21/98 AU980129
(AUS) CENTRE FUEL TANK ATTACHMENT POINTS POORLY BONDED. FOUND DURING INSPECTION IAW EI 734-28-25.									
5312		BOEING 737376				BULKHEAD 651630084	CRACKED FWD PRESSURE		2/5/98 AU980156
(AUS) FUSELAGE FORWARD PRESSURE BULKHEAD CONTAINED FIVE WEB CRACKS AND TWO CRACKS IN THE LH VERTICAL STIFFENER.									
2621		BOEING 747*			KIDDE A80550012	CARTRIDGE OA80530045	FAILED FIRE EXT		12/20/97 CA980309015
(CAN) FIRE EXTINGUISHER FAILED TO DISCHARGE PROPERLY. CARTRIDGE PRESSURE OUTPUT FAILED TO FORCE THE CUTTER THROUGH THE COPPER DIAPHRAM.									

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2710		BOEING 767233	PWA JT9D7R4D			ACTUATOR 285T0015114	MALFUNCTIONED STAB/AIL MODULE		2/18/98 CA980309011
(CAN) SHORTLY AFTER TAKEOFF CLIMBING THROUGH 3500 FEET IN LEFT TURN RUDDER RATIO AND AILERON LOCK OUT MESSAGE APPEARED ON ENGINE INDICATION AND CREW ALERTING SYSTEM AND OVERHEAD PANEL. REPLACED STAB TRIM AND AILERON LOCKOUT MODULE.									
7810		CAMAIR 480	ALLSN 250C20			EDUCTOR 41200451	CRACKED ENG EXHAUST	107	2/24/98 CA980313009
(CAN) EXHAUST EDUCTOR CRACKED IN SEVERAL PLACES BOTH ON FORWARD AND AFT EDGES AROUND DOUBLERS.									
5530		CESSNA 152			04310093	VERTICAL FIN 04310093	SEPARATED BRACKET	10358	5/22/97 CA970612011
(CAN) WHILE INSPECTING THE VERTICAL FIN, A CRACKLING NOISE WAS NOTED. INSPECTION REVEALED A FINE CRACK BETWEEN THE BRACKETS.									
7714		CESSNA U206F	CONT IO520F			TACHOMETER D11125025	STUCK ENG RPM	61	2/12/97 CA970219001
(CAN) ENGINE STARTED NORMAL CONDITIONS. TACHOMETER NEEDLE STUCK AT 800 RPM. WOULD NOT RISE OR FALL.									
2932		CESSNA 208			WIPLINEINC GPP125023	PRESS SWITCH GPP125023	DEFECTIVE HYD PUMP	600	7/23/97 CA970731022
(CAN) DURING NORMAL OPERATIONS, THE GEAR ON THE AMPHIBIOUS FLOATS WAS EXTENDED AND THE CREW NOTED A LONGER THAN NORMAL EXTENSION PERIOD. MAINTENANCE FOUND THAT ONE PUMP ONLY WAS BEING UTILIZED DUE TO A FAULTY PRESSURE SWITCH.									
2430		CESSNA 550				CAPACITOR 62581038	SHORTED START/GEN FILTER	2357	12/11/96 CA961218018
(CAN) A NOISE FILTER FOR THE LT STARTER GENERATOR BURNED AND WAS FOUND DURING A PHASE 5 INSPECTION. A SMALL BUT INTENSE FIRE HAD BURNED SURROUNDING WIRING AND RETAINING BRACKET WAS DEFORMED FROM THE BURN. THE OIL FROM THE CAPACITOR COVERED THE WIRING AROUND THE POINT. CAPACITOR, BRACKET AND WIRING REPLACED FOR THE OIL PRESSURE TRANSMITTER. AREA CLEANED AND INSPECTED FOR FURTHER DAMAGE, BUT NONE FOUND. STARTER GENERATOR ALSO INSPECTED FOR DAMAGE, BUT NONE FOUND.									
2750		CESSNA 550	PWA JT15D4			GEARBOX 556517531	FAILED FLAP GR BOX	2396	12/2/96 CA961205019
(CAN) WHILE COMPLYING WITH SB 550-27-16, AND AFTER REMOVAL OF BOTH GEARBOXES, ONE COULD BE TURNED FREELY WITHOUT OUTPUT SHAFT TURNING.									
2910		CESSNA 560CESSNA				HYD LINE 651713670	CHAFED RESERVIOR RETURN	1430	1/17/97 CA970130019
(CAN) DURING A PHASE 3 INSPECTION, A GROUNDING STRAP (P/N 047-5824-01) OF KHF950 AMPLIFIER (NOT INSTALLED) WAS FOUND TO BE LOOSE AND CHAFING THE HYDRAULIC RESERVOIR RETURN LINE. LINE CHAFED APPROX 75 PER CENT THROUGH THE WALL THICKNESS. GROUNDING STRAP SECURED PROPERLY AND LINE REPLACED. PART TC: 1,149.									
3010		CESSNA 550			BFGOODRICH 25S7S505910	DE-ICER BOOT 25S7D505910	DELAMINATED RT WING LE	2131	1/5/97 CA970109017
(CAN) PILOT REPORTED RT DE-ICER BOOT WOULD NOT INFLATE WHEN REQUIRED TO REMOVE ICE BUILD-UP ON LEADING EDGE DURING FLIGHT. MAINTENANCE FOUND BOOT INTERNALLY DELAMINATED BETWEEN CELLS AT W.S. 91.0. THIS AREA IS WHERE THE WING FLEXES (SKINS JOINED AT THIS SPOT). NEW BOOT INSTALLED. SUBMITTER STATES THAT THIS IS A COMMON AREA OF FAILURE ON THIS MODEL OF AIRCRAFT.									
3222		CESSNA 560CESSNA				SPACER 55422232	SEIZED AXLE SHAFT NLG	600	4/19/97 CA970514002
(CAN) LEFT HAND NOSE WHEEL SPACER FOUND SEIZED TO THE AXLE SHAFT.									

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3260		CESSNA 550	PWA JT15D4			SWITCHES 65430087	DEFECTIVE GEAR UPLOCK	2467	10/15/96 CA961028007
(CAN) GEAR SELECTED UP, RED IN TRANSIT LIGHT STAYED ON AND HYDRAULIC PRESSURE LIGHT ON. NOSE RETRACTED, BUT MAIN DID NOT. HYDRAULIC LIGHT THEN WENT OUT. BOTH MAIN LANDING GEAR DOWNLOCK GREENS CAME ON. GEAR SELECTED DOWN PRIOR TO LANDING AND ALL 3 GEARS DOWN AND LOCKED. INVESTIGATION FOUND THAT BOTH UPLOCK SWITCHES HAD A HIGH RESISTANCE ACROSS CONTACTS. SWITCHES SENT TO CESSNA FOR CHECK. PART TC: 2,780.									
3010		CESSNA 650	GARRTT TFE7313		99141432	CONTROLLER 99141432	FAILED FLAP ANTI ICE	3011	1/14/97 CA970225002
(CAN) DURING CRUISE FLIGHT, THE LEFT HAND STABILIZER ANTI-ICE FAIL LIGHT ILLUMINATED. FLIGHT LANDED AND CONTROLLER WAS CHANGED.									
7200		CVAC 340CVAC	ALLSN 501D13			ENGINE	FAILURE NR 1		2/23/98 CA980311014
(CAN) ON CLIMB OUT, NR 1 ENGINE LOST HORSE POWER, LOW TIT, NR 1 ZONE FIRE WARNING LIGHT CAME ON. FLIGHT CREW SHUT ENGINE DOWN AND AIRCRAFT RETURNED TO POINT OF ORIGIN. INITIAL INVESTIGATION REVEALED DEBRIS IN THE TAIL PIPE INDICATING A TURBINE FAILURE. ENGINE BEING REPLACED.									
7322		CVAC 440	ALLSN 501D13		BENDIX	FUEL CONTRL UNIT 3300588	FAILED NR 1 ENGINE		2/14/97 CA970225004
(CAN) ENGINE NR 1 WOULD NOT RESPOND TO POWER LEVER WHEN PULLED BACK. FUEL FLOW AND EGT REMAINED THE SAME. ENGINE SHUT DOWN ON APPROACH. FUEL CONTROL UNIT SUSPECTED OF INTERNAL FAILURE. REPLACED FUEL CONTROL UNIT.									
5711		DHAV DHC6300	PWA PT6A27			SPAR C6W1056	CORRODED SPAR CAPS		2/9/98 CA980311013
(CAN) DURING REPLACEMENT OF LEFT AND RIGHT LOWER WING SKINS, LEVEL 2 CORROSION WAS FOUND ON THE FORWARD SPAR CAPS IN THE AREAS BEHIND BOTH LEFT AND RIGHT NACELLE FIREWALLS. THESE AREAS CANNOT BE VISUALLY INSPECTED WITHOUT REMOVAL OF THE NACELLES. LEFT SPAR CAP REPLACED. RIGHT SPAR CAP REPAIRED. PART TC: 30,073. ACFT TT: 24,348 HOURS.									
2330		DHAV DHC8102	PWA PW120A			AMPLIFIER 508211	FAILED INTERPHONE & PA		2/20/98 AU980203
(AUS) PUBLIC ADDRESS SYSTEM AMPLIFIER FAILED.									
2760		DHAV DHC8102	PWA PW120A		A44700009	LINE 824500102717	PIN HOLE ACTUATOR		3/5/98 CA980311017
(CAN) HYDRAULIC LINE AT LEFT HAND SPOILER OUTBOARD ACTUATOR HAD A PIN HOLE LEAK AT THE BEND AT THE ACTUATOR. HYDRAULIC FLUID HAD FLOWED TO THE LEFT NACELLE GIVING AN INDICATION OF A FORWARD MLG DOOR ACTUATOR LEAK.									
2760		DHAV DHC8102	PWA PW120A			LINE 82950010223	LEAKING IB ROLL SPOILER		2/27/98 CA980313007
(CAN) CREW REPORTED FUEL LEAK AROUND THE NR 1 MLG WHEEL WELL. INVESTIGATION FOUND A CRACKED HYDRAULIC LINE AT THE INBOARD ROLL SPOILER ACTUATOR.									
2760		DHAV DHC8102	PWA PW120A			TUBE 82950010175	PIN HOLE ACTUATOR		2/24/98 CA980311015
(CAN) HYDRAULIC LEAK NR 1 SIDE AT OUTBOARD SPOILER ACTUATOR. HYDRAULIC FLUID HAD FLOWED TOWARDS THE NACELLE AND LEAKED ON THE MAIN WHEEL GIVING THE IMPRESSION THAT THE MID-DOOR ACTUATOR WAS LEAKING.									
2910		DHAV DHC8102	PWA PW120A			LINE 82960010147	CHAFED REGULATOR		3/5/98 CA980311018
(CAN) HYDRAULIC LINE CHAFING AGAINST REGULATOR AND LEAKING.									
3260		DHAV DHC8102	PWA PW120A			SWITCH 864202	FAULTY NLG PROX		2/18/98 AU980183
(AUS) NOSE LANDING GEAR DRAG BRACE PROXIMITY SWITCH FAULTY.									

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7200		DOUG DC1030	GE CF650C2			ENGINE	FIRE NR 1 ENGINE		10/29/96 CA961104003
*****	(CAN) TAKE-OFF ABORTED AT 60 KNOTS. TOWER ADVISED FLAMES COMING FROM TAIL PIPE OF NR 1 ENGINE. FIRE EXTINGUISHER BOTTLES ACTIONED. MAINTENANCE INVESTIGATION REVEALED METAL IN TAILPIPE. BORESCOPE CHECK CONFIRMED ENGINE FAILURE.								
3610		EMB EMB120	PWA PW118A			VALVE 97962641	FAILED ENGINE BLEED AIR		2/16/98 AU980204
	(AUS) RH ENGINE BLEED AIR SHUTOFF VALVE FAULTY.								
7324		EMB EMB120	PWA PW118A			FLOW DIVIDER 25890	FAULTY RT ENG FUEL		2/17/98 AU980206
	(AUS) RH ENGINE FUEL FLOW DIVIDER FAULTY.								
2424		FOKKER F27MK50				GCU 737854D	FAILED AC REGULATOR		2/18/98 AU980186
	(AUS) LH GENERATOR CONTROL UNIT (GCU) FAILED.								
5311		FOKKER F27MK50				FRAME F5101480001	CRACKED FUSELAGE MAIN		2/5/98 AU980199
	(AUS) FUSELAGE FRAME CRACKED IN UPPER CHAMFERED FLANGE RADIUS. CRACK WAS CONFIRMED USING DYE PENETRANT INSPECTION. FOUND DURING INSPECTION IAW ER F5-53-10-15/SB F50-53-035.								
2721		FRCHLD SA227DC		AIRIGHT 1093001		BEARING 848	SEIZED RUDDER TAB CONTR		2/17/98 AU980197
*****	(AUS) RUDDER TRIM ACTUATOR SEALED BEARING SEIZED PREVENTING ACTUATOR FROM ROTATING.								
2770		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652		PLUNGER 2770066001	FAILED GUST LOCK/DAMPER		2/25/98 AU980198
*****	(AUS) RUDDER GUST LOCK SYSTEM PLUNGER ASSEMBLY INTERNAL SLEEVE SEPARATED AND MIGRATED ALONG THE PLUNGER SPIGOT FOULING THE RUDDER BELLCRANK.								
3230		GULSTM 690A		AEROC 540084501		ROLL PIN	SHEARED GEAR HANDLE	5521	10/11/96 CA961112013
*****	(CAN) LANDING GEAR FAILED TO EXTEND ON APPROACH, LANDING GEAR HANDLE MOVED BUT HYDRAULIC VALVE LEVER DID NOT MOVE. LANDING GEAR EXTENDED WHEN HYDRAULIC VALVE WAS OPERATED IN THE MANUAL MODE. MAINTENANCE INVESTIGATION REVEALED THE ROLL PIN OF THE LANDING GEAR CONTROL ASSEMBLY WAS NOT CORRECTLY INSTALLED WHICH CAUSED IT TO SHEAR.								
5610		GULSTM 690D				WINDSHIELD 3600431255	CRACKED COCKPIT	361	2/10/98 CA980311029
	(CAN) THE WINDSHIELD OUTER GLASS CRACKED WHILE ON DESCENT. ACFT TT: 9,794 HOURS.								
5720		HWKSLY DH1142DA	LYC IO540K1C5	HARTZL HCA3VK2		BRACKET 4FS7023	CRACKED WING MAIN SPAR		2/12/98 AU980165
	(AUS) WING MAIN SPAR SUPPORT BRACKET CRACKED.								
3230		LEAR 31A				ELBOW AN8336D	LOOSE RETRACT ACTUATOR	420	12/20/96 CA970114015
	(CAN) DURING A WALK AROUND, HYDRAULIC FLUID WAS NOTICED LEAKING FROM THE NOSE GEAR AREA. GEAR AREA CLEANED UP AND GEAR SWING CARRIED OUT. FLUID NOTICED LEAKING FROM AROUND THE RETRACT LINE OF THE NOSE GEAR ACTUATOR. FITTING FOUND TO BE LOOSE. FITTING TIGHTENED AND LEAK CHECK CARRIED OUT. PART TC: 279.								

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2120		LKHEED 1011385114	RROYCE RB21122B02			DUCT ASSY 1526463105	CRACKED AIR DIST		2/28/98 CA980311024
(CAN) CRACK FOUND AT CONNECTION OF OVER PRESSURE VALVE FLANGE ON DUCT. REPLACED.									
2133		LKHEED 10113853				VALVE	FAILED OUTFLOW		3/1/98 CA980311027
(CAN) AIRCRAFT SLOW TO PRESSURIZE, PRESSURE CONTROLLER BITE CHECK CARRIED OUT AND FWD OUTFLOW VALVE FOUND STICKING. REAR OUTFLOW VALVES NOT RESPONDING IN BOTH AUTO AND MANUAL MODES. FWD OUTFLOW VALVE AND ACTUATOR REPLACED, REAR VALVES CLEANED.									
2133		LKHEED 10113853				CANNON PLUGS	DISCONNECTED AFT OUTFLOW		2/28/98 CA980311023
(CAN) AFTER TAKEOFF AND DURING CLIMB, AFT OUTFLOW VALVE STUCK IN THE OPEN POSITION, MANUAL MODE SELECTED AND STILL COULD NOT BRING THE AFT OUTFLOW VALVE IN THE GREEN BAND. AIRCRAFT RETURNED TO BLOCKS. AFT OUTFLOW VALVE CANNON PLUGS FOUND DISCONNECTED FROM A PREVIOUS WORK, RECONNECTED.									
2781		LKHEED 1011385114				SLATS	INTERMITTENT LT RT BRAKE		3/1/98 CA980311026
(CAN) FOLLOWING GEAR-UP SELECTION THE GEAR IN TRANSIT LIGHT AND GEAR DOOR LIGHT STAYED ON. ABNORMAL PROCEDURE CARRIED OUT EXCEPT THAT UPON GEAR DOWN SELECTION, THE GEAR TRUCK LIGHT CAME ON. ON RETURN ON APPROACH FLAPS SELECTION, THE FLAPS LOCKED AT 2 DEGREES, SLATS MALFUNCTION PROCEDURE CARRIED OUT, AND JUST PRIOR TO LANDING, THE TRUCK LIGHT EXTINGUISHED. LEFT AND RIGHT SLAT ASSYMETRY BRAKE RESET AND SLATS OPERATED NORMALLY.									
2820		LKHEED 10113853	RROYCE RB211524B402			LINE 1612274101	CRACKED CENTER TANK		2/27/98 CA980309014
(CAN) NR 3 ALTERNATE FUEL QUANTITY INCREASING DURING REFUELING WITH NR 3 ALTERNATE FUEL SHUT-OFF VALVE CLOSED. CONNECTOR ASSY FUEL LINE CENTER TANK CRACKED. REPAIRED.									
7320		LKHEED 1011385115	RROYCE RB21122B02			FUEL FLOW REG 101MK14	FAULTY NR 2 ENGINE		2/28/98 CA980311025
(CAN) DURING TOP OF DESCENT, NR 2 ENGINE WOULD NOT THROTTLE BACK BELOW 83 PERCENT N1. ALL ENGINE PARAMETERS WERE NORMAL. NR 2 ENGINE WAS SHUTDOWN. POST-FLIGHT INSPECTION FOUND THE NR 2 ENGINE FUEL FLOW REGULATOR (FFR) INTERNAL DAMAGED. FFR REPLACED. AIRCRAFT GROUND RUN SERVICEABLE AND RETURNED TO SERVICE.									
3230		PIPER PA31350				DOWNLOCK	DIRTY RT GEAR		8/2/97 CA970815015
(CAN) RIGHT HAND GEAR DOWNLOCK FOUND DIRTY AND WOULD NOT OPERATE FREELY.									
8520		PIPER PA31325	LYC TIO540F2BD			ENGINE	FRICTION NR 1 ENGINE		2/5/98 CA980311012
(CAN) UNKNOWN CAUSE OF FRICTION IN THE CRANKCASE. ENGINE SENT FOR INVESTIGATION AND REPAIR.									
7240		SWRNGN SA226TC	GARRTT TPE33110UA			COMBUSTOR 31032153	CRACKED ENGINE	2623	10/28/96 CA961114008
****	(CAN) COMBUSTOR LOWER SKIRT WAS FOUND CRACKED CIRCUMFERENTIALLY APPROXIMATELY 22 INCHES OR 3/4 OF THE CIRCUMFERENCE. GARRETT INVESTIGATING FAILURE. PART TC: 3,117.								
7240		SWRNGN SA226TC	GARRTT TPE33110UA			COMBUSTOR 31032153	CRACKED ENGINE	23240 8681	10/28/96 CA961104008
(CAN) ON INSPECTION, AFTER ENGINE REMOVED TO FACILITATE REMOVAL OF NR 3 ROTOR, THE COMBUSTOR LOWER SKIRT WAS FOUND CRACKED CIRCUMFERENTIALLY APPROXIMATELY 22 INCHES OR 3/4 OF THE CIRCUMFERENCE. GARRETT TO INVESTIGATION WELD FAILURE.									

**** DENOTES SIGNIFICANT OCCURRENCE

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7250		SWRNGN	GARRTT			TURBINE WHEEL	LOOSE		1/29/97
		SA226TC	TPE33110UA			31021069	VANE ROOT	3027	CA970210009
*****	(CAN) AFTER GROUND RUN, THE PROPELLERS WERE PULLED THROUGH BY HAND TO AID COOLING. AN UNUSUAL NOISE WAS HEARD ON NR 2 ENGINE. ENGINE TORN DOWN AND THE RIVETS IN THE 2ND TURBINE WHEEL WERE FOUND LOOSE ALLOWING THEM TO TOUCH THE 3RD STATOR. NO DAMAGE WAS SUSTAINED BY STATOR, BUT THE 2ND STAGE TURBINE WHEEL HAD TO BE REPLACED. PART TC: 3,143.								

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**3/29/98 To 4/4/98 ISSUE: 98-14 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	20	5	0	3	0	2	0	30
	CA	0	19	13	1	4	1	16	1	55
	GL 23	0	1	0	0	0	0	0	0	1
A3L2	SW 09	0	0	1	0	0	0	0	0	1
A3L3	WP 19	0	0	3	0	0	0	0	0	3
A3LD	EA 05	0	0	1	0	0	0	0	0	1
AALA	SW 07	0	7	0	0	42	0	1	0	50
ABXA	GL 23	0	0	1	0	24	0	0	0	25
AMTA	GL 11	0	0	4	0	0	0	0	0	4
ARWA	SO 19	0	2	1	0	1	0	1	0	5
ASAA	NM 01	0	1	41	0	7	0	0	0	49
AWXA	WP 28	0	0	2	0	6	0	0	0	8
BJNA	WP 11	0	0	1	0	0	0	0	0	1
C2XA	SW 09	0	3	23	0	7	2	5	0	40
CALA	SW 09	0	0	3	0	24	0	1	0	28
CICA	SO 17	0	0	2	0	0	0	2	0	4
CKSA	GL 23	0	1	0	0	36	0	0	0	37
COMA	SO 01	0	3	4	0	2	0	0	0	9
DALA	SO 27	0	3	3	0	10	0	0	0	16
DHLA	SO 01	0	0	2	0	0	0	0	0	2
EI4R	SO 15	0	0	1	0	0	0	0	0	1
EIAA	NM 09	0	0	0	0	9	0	0	0	9
EISA	SW 07	0	1	0	0	0	0	0	0	1
EQGA	SW 19	0	3	1	0	0	0	0	0	4
F3LA	NM 03	0	2	0	0	0	0	0	0	2
FDEA	SO 25	0	1	2	0	4	0	0	0	7

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
FXLA	SO 19	0	1	0	0	0	0	1	0	2
GAIA	SW 07	0	0	2	0	0	0	0	0	2
HALA	WP 13	0	1	0	0	0	0	0	0	1
HEEA	SW 03	0	0	4	0	0	2	0	0	6
IPXA	SO 01	0	6	3	0	17	0	0	1	27
JJBA	EA 01	0	0	1	0	0	0	0	0	1
K3HA	EA 25	0	0	3	0	0	0	0	0	3
MALA	GL 15	0	0	4	0	1	0	0	0	5
MASA	SW 07	0	0	9	0	0	0	0	0	9
MWEA	GL 31	0	5	2	0	0	0	1	0	8
NWAA	GL 01	0	1	27	0	0	0	4	0	32
P5CA	WP 23	0	4	2	0	91	0	6	0	103
QXEA	NM 09	0	0	6	0	0	0	0	0	6
REXA	SO 25	0	1	1	0	0	0	0	0	2
RRXA	WP 15	0	1	0	0	4	0	1	0	6
SABA	SO 33	0	1	2	0	0	2	3	0	8
SCNA	GL 15	0	0	0	0	1	0	0	0	1
SIMA	SW 21	0	0	7	0	0	0	0	0	7
SWAA	SW 07	0	2	1	0	52	0	0	0	55
SWIA	NM 07	0	0	1	0	0	0	0	0	1
TAOA	EA 15	0	0	1	0	0	0	0	0	1
TC8A	GL 23	0	0	0	0	0	0	2	0	2
TRBA	SO 21	0	0	0	0	1	0	0	0	1
USAA	EA 19	0	1	16	0	10	0	2	0	29
VNAA	GL 07	0	0	0	0	1	1	0	0	2
VTZA	EA 27	0	0	2	0	0	0	0	0	2
TOTALS		0	91	208	1	357	8	48	2	715

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**3/29/98 To 4/4/98 ISSUE: 98-14 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	4	0	4
AEROSP	ATR42300	0	0	6	0	1	0	0	0	7
AEROSP	ATR42320	0	0	12	0	2	0	3	0	17
AEROSP	ATR42500	0	0	1	0	0	0	0	0	1
AEROSP	ATR72212	0	0	2	0	0	0	0	0	2
AIRBUS	A300B4605R	0	0	0	0	3	0	1	0	4
AIRBUS	A320231	0	0	0	0	6	0	0	0	6
AMD	FALCON200	0	0	0	1	0	0	0	0	1
BAC	146200A	0	0	0	0	0	0	1	0	1
BAG	JETSTM3101	0	1	1	0	0	0	0	0	2
BAG	JETSTM3107	0	0	2	0	0	0	0	0	2
BAG	JETSTM3201	0	1	3	0	0	1	3	0	8
BEECH	1900C	0	2	3	0	0	1	2	0	8
BEECH	1900D	0	2	5	0	0	0	0	0	7
BEECH	200BEECH	0	0	2	0	0	2	1	0	5
BEECH	200CBEECH	0	0	2	0	0	0	0	0	2
BEECH	A100	0	0	0	0	1	0	0	0	1
BEECH	F90	0	1	0	0	0	0	0	0	1
BOEING	727	0	0	1	0	0	0	0	0	1
BOEING	727221	0	1	0	0	0	0	0	0	1
BOEING	727223	0	1	1	0	31	0	0	0	33
BOEING	727224	0	0	1	0	0	0	0	0	1
BOEING	727225	0	0	3	0	0	0	0	0	3
BOEING	727227	0	0	3	0	3	0	0	0	6
BOEING	727228	0	0	1	0	0	0	0	0	1
BOEING	72722C	0	1	0	0	2	0	0	0	3
BOEING	727232	0	1	0	0	14	0	0	0	15

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727247	0	0	0	0	2	0	0	0	2
BOEING	727251	0	0	5	0	0	0	0	0	5
BOEING	727264	0	0	2	0	0	0	0	0	2
BOEING	727277	0	0	1	0	0	0	0	0	1
BOEING	7272Q9	0	0	1	0	0	0	0	0	1
BOEING	72731C	0	6	0	0	8	0	0	0	14
BOEING	737201	0	1	2	0	6	0	0	0	9
BOEING	737210C	0	0	4	0	0	0	0	0	4
BOEING	737214	0	0	1	0	0	0	0	0	1
BOEING	737232	0	0	1	0	0	0	0	0	1
BOEING	737247	0	1	0	0	0	0	0	0	1
BOEING	737298C	0	0	1	0	0	0	0	0	1
BOEING	7372B7	0	0	2	0	0	0	0	0	2
BOEING	7372H4	0	0	0	0	2	0	0	0	2
BOEING	7372M8	0	0	1	0	0	0	0	0	1
BOEING	7372Q8C	0	0	1	0	0	0	0	0	1
BOEING	7372T4	0	0	0	0	1	0	0	0	1
BOEING	7372X6C	0	0	6	0	0	0	0	0	6
BOEING	737301	0	0	1	0	0	0	0	0	1
BOEING	737317	0	1	0	0	0	0	0	0	1
BOEING	73733A	0	1	0	0	0	0	0	0	1
BOEING	737376	0	0	0	0	1	0	0	0	1
BOEING	737377	0	5	0	0	0	0	0	0	5
BOEING	7373B7	0	0	1	0	1	0	0	0	2
BOEING	7373G7	0	0	0	0	24	0	0	0	24
BOEING	7373H4	0	1	1	0	24	0	0	0	26
BOEING	7373S3	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7373T0	0	0	3	0	0	0	0	0	3
BOEING	7373T5	0	0	0	0	1	0	0	0	1
BOEING	7373Y0	0	1	0	0	0	0	0	0	1
BOEING	737401	0	0	0	0	1	0	1	0	2
BOEING	737476	0	10	0	0	0	0	0	0	10
BOEING	737490	0	0	2	0	0	0	0	0	2
BOEING	7374B7	0	0	4	0	0	0	0	0	4
BOEING	7374Q8	0	1	9	0	5	0	0	0	15
BOEING	7374S3	0	0	3	0	0	0	0	0	3
BOEING	737524	0	0	1	0	0	0	0	0	1
BOEING	747*	0	1	0	0	0	0	0	0	1
BOEING	747122	0	1	0	0	0	0	0	0	1
BOEING	747123	0	2	1	0	6	0	1	0	10
BOEING	747124	0	0	0	0	1	0	0	0	1
BOEING	747132	0	1	1	0	82	0	5	0	89
BOEING	747238B	0	0	0	0	2	0	0	0	2
BOEING	747251B	0	0	0	0	0	0	1	0	1
BOEING	747269B	0	1	0	0	0	0	0	0	1
BOEING	747273C	0	0	0	0	9	0	0	0	9
BOEING	747451	0	0	3	0	0	0	0	0	3
BOEING	757224	0	0	0	0	0	0	1	0	1
BOEING	7572B7	0	0	1	0	0	0	0	0	1
BOEING	767201	0	0	0	0	1	0	0	0	1
BOEING	767233	0	1	0	0	0	0	0	0	1
BOEING	767323	0	3	0	0	0	0	0	0	3
BOEING	767332	0	0	0	0	4	0	0	0	4
BOEING	76734AF	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CAMAIR	480	0	0	0	0	0	0	1	0	1
CESSNA	152	0	0	0	0	1	0	0	0	1
CESSNA	208	0	1	0	0	0	0	0	0	1
CESSNA	550	0	2	2	0	0	0	0	0	4
CESSNA	560CESSNA	0	1	1	0	0	0	0	0	2
CESSNA	650	0	1	1	0	0	0	0	0	2
CESSNA	U206F	0	0	0	0	0	0	1	0	1
CNDAIR	CL6002B19	0	2	1	0	1	0	0	0	4
CVAC	340CVAC	0	0	0	0	0	0	1	0	1
CVAC	440	0	0	0	0	0	0	1	0	1
DHAV	DHC6300	0	0	0	0	1	0	0	0	1
DHAV	DHC7102	0	0	2	0	0	0	2	0	4
DHAV	DHC8102	0	5	5	0	0	1	0	0	11
DHAV	DHC8202	0	0	8	0	0	0	0	0	8
DORNER	DO328100	0	2	1	0	1	1	0	0	5
DOUG	C9A	0	0	1	0	0	0	0	0	1
DOUG	DC1010	0	0	0	0	5	0	0	0	5
DOUG	DC1010F	0	0	1	0	2	0	0	0	3
DOUG	DC1030	0	0	1	0	6	0	1	0	8
DOUG	DC851	0	1	0	0	0	0	1	0	2
DOUG	DC862	0	1	0	0	1	0	2	0	4
DOUG	DC863F	0	1	0	0	36	0	0	0	37
DOUG	DC871F	0	1	0	0	4	0	1	0	6
DOUG	DC873F	0	0	2	0	7	0	0	1	10
DOUG	DC914	0	1	3	0	0	0	0	0	4
DOUG	DC915	0	0	0	0	0	0	2	0	2
DOUG	DC915F	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC931	0	0	10	0	0	0	1	0	11
DOUG	DC932	0	4	4	0	14	0	1	0	23
DOUG	DC932F	0	0	0	0	4	0	0	0	4
DOUG	DC941	0	0	2	0	6	0	0	0	8
DOUG	DC951	0	1	4	0	0	0	0	0	5
DOUG	DC981	0	0	0	0	0	0	1	0	1
DOUG	DC982	0	0	6	0	12	0	0	0	18
DOUG	DC983	0	0	12	0	1	0	0	0	13
DOUG	MD88	0	2	0	0	0	0	0	0	2
EMB	EMB120	0	0	1	0	0	0	1	0	2
EMB	EMB120ER	0	0	1	0	0	0	0	0	1
EMB	EMB120RT	0	3	12	0	6	2	2	0	25
FOKKER	F27MK50	0	1	0	0	1	0	0	0	2
FOKKER	F28MK0100	0	4	2	0	1	0	0	0	7
FOKKER	F28MK4000	0	0	4	0	0	0	0	0	4
FRCHLD	SA227DC	0	3	0	0	0	0	0	0	3
GULSTM	690A	0	0	1	0	0	0	0	0	1
GULSTM	690D	0	0	0	0	1	0	0	0	1
HWKSLY	DH1142DA	0	0	0	0	1	0	0	0	1
LEAR	31A	0	0	1	0	0	0	0	0	1
LKHEED	10113851	0	0	1	0	0	0	0	0	1
LKHEED	1011385114	0	2	0	0	0	0	0	0	2
LKHEED	1011385115	0	0	1	0	0	0	2	0	3
LKHEED	10113853	0	3	1	0	0	0	0	0	4
PIPER	PA31325	0	0	0	0	0	0	0	1	1
PIPER	PA31350	0	0	1	0	0	0	0	0	1
SAAB	340B	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
SAAB	SF340A	0	0	3	0	0	0	0	0	3
SWRNGN	SA226AT	0	0	1	0	0	0	0	0	1
SWRNGN	SA226TC	0	0	0	0	0	0	3	0	3
TOTALS		0	91	208	1	357	8	48	2	715

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**3/29/98 To 4/4/98 ISSUE: 98-14 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A3L2	ALLIEDSIGNAL AEROSPACE	SW09
A3L3	ALLIEDSIGNAL INC	WP19
A3LD	ALLIEDSIGNAL AIRCRAFT LANDING SYSTE	EA05
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AMTA	AMERICAN TRANS AIR INC	GL11
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
AWXA	AMERICA WEST AIRLINES INC	WP28
BJNA	TEM ENTERPRISES INC	WP11
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CICA	PARADISE ISLAND AIRLINES INC	SO17
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
EI4R	MAGAGNOS, WILLIAM F	SO15
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
EQGA	EXEC EXPRESS II INC	SW19
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
FXLA	FINE AIRLINES INC	SO19
GAIA	KITTY HAWK AIRCARGO INC	SW07
HALA	HAWAIIAN AIRLINES INC	WP13
IPXA	UNITED PARCEL SERVICE CO	SO01
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NWAA	NORTHWEST AIRLINES INC	GL01
P5CA	POLAR AIR CARGO INC	WP23
OXEA	HORIZON AIR INDUSTRIES INC	NM09
REXA	EXPRESS AIRLINES I INC	SO25

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SABA	CCAIR INC	SO33
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TRBA	EXECUTIVE AIRLINES INC	SO21
USAA	USAIR INC	EA19
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.